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KursK CARCASS

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CONTENTS

2 **Kursk Carcass**
Michel Pérez Blasco describes his dramatic knocked out Ferdinand vignette.

12 **Xtreme Detail**
The Sd.Kfz.222 studied by Chris Hughes and additional photos by David Doyle.

20 **Sd.Kfz.11 with naval type Drilling, Budapest '45**
Aron Vrbovszki builds a late war improvised anti-aircraft vehicle based on an archive photograph

28 **M16 General Overhaul**
Trumpeter's 1:16th M16 modelled by Bruno Carsuzaa

36 **Sherman Up Close**
David Doyle continues his series looking in detail at the Sherman variants

42 **One Sixteenth Superking**
Part four of the Editor's ongoing Trumpeter King Tiger project.

50 **Keeping Track**
More new releases

56 **Euro Militaire 2009**
Some of the inspirational entries from this years competition

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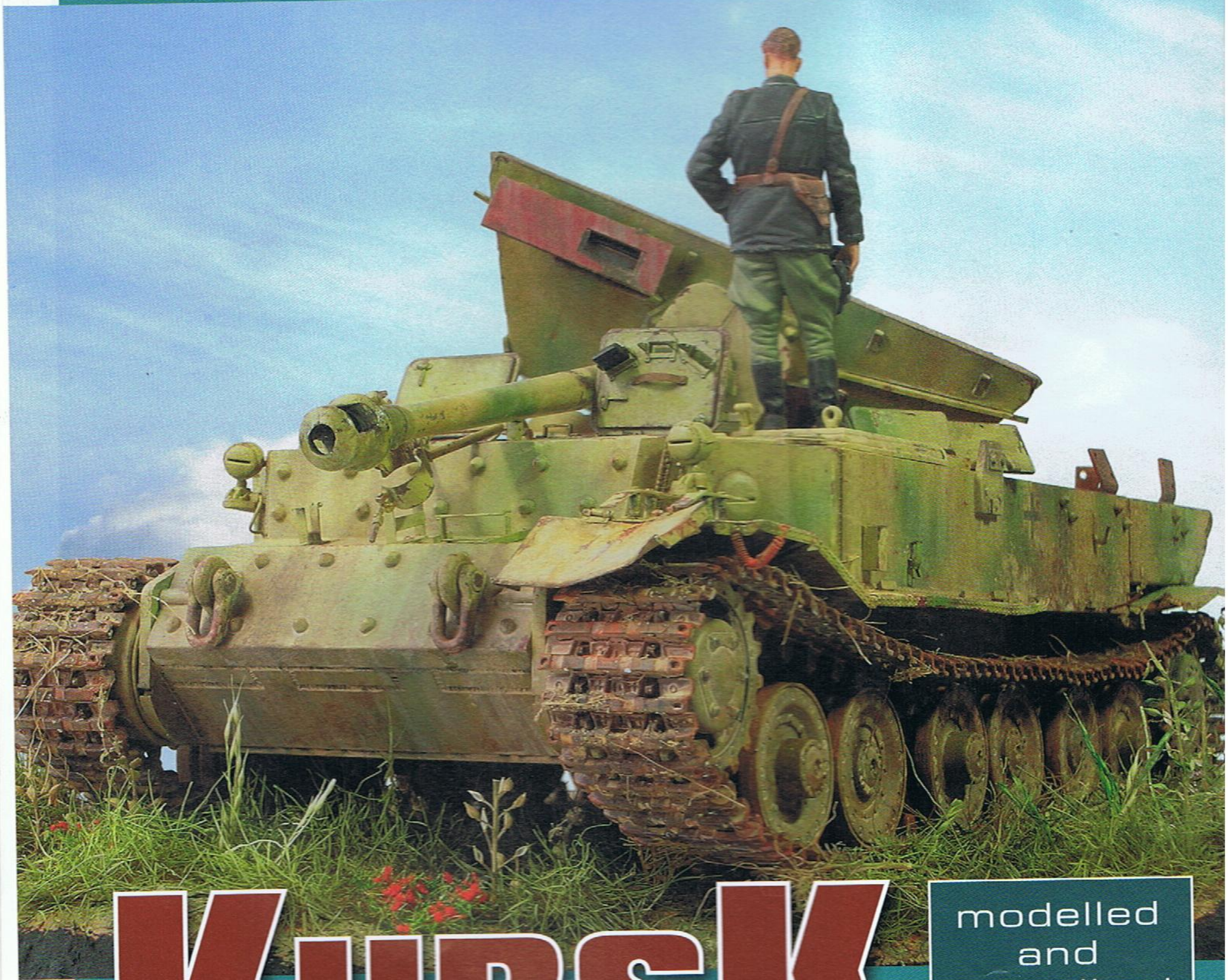
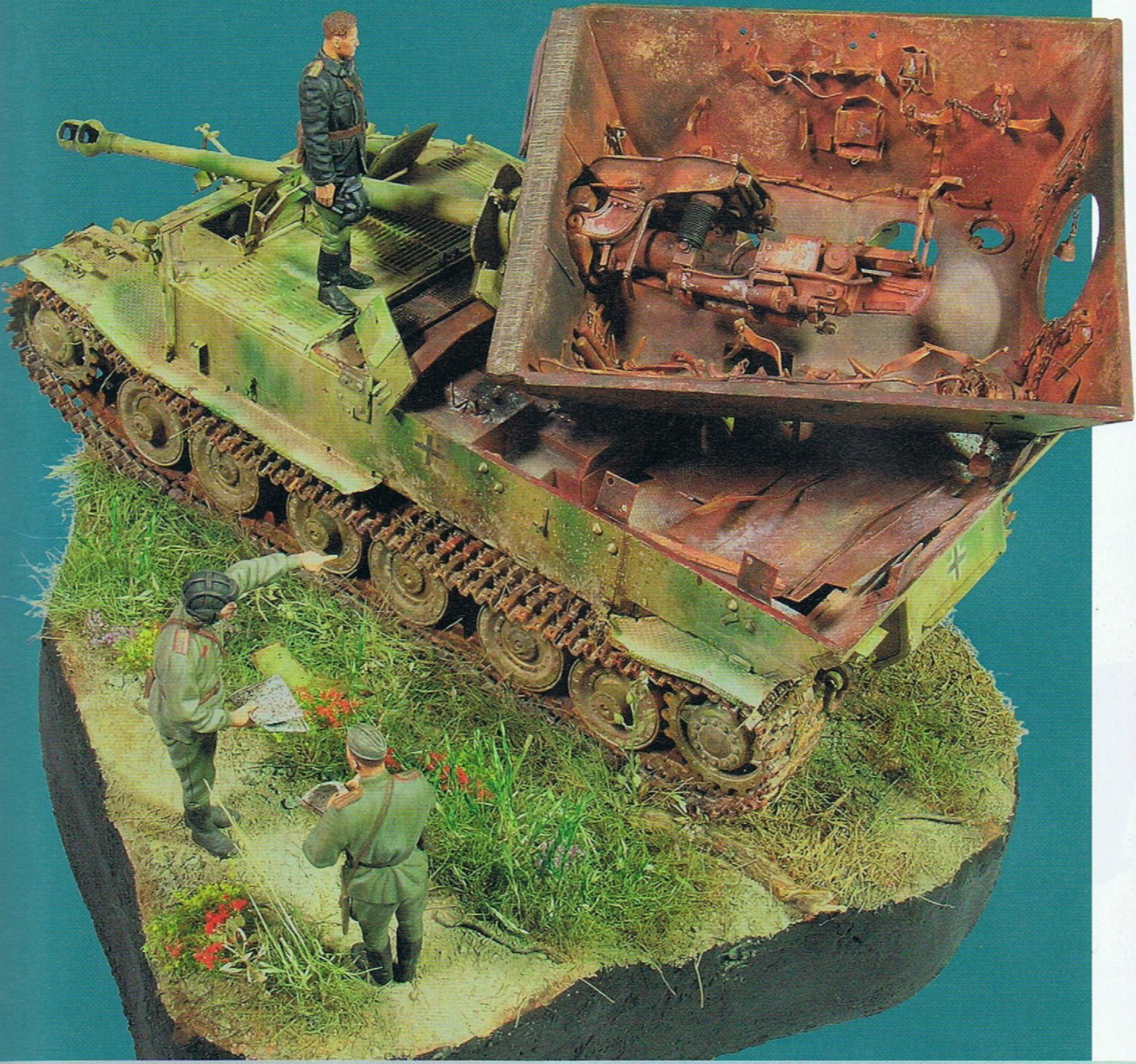


KursK CARCASS

modelled
and
described
by Michel
Pérez
Blasco

One of the first kits I ever built was the Ferdinand/Elefant from Italeri, so I am very fond of this tank destroyer. Thus, when I came across the photograph that inspired this diorama I immediately thought: "This will be my Ferdinand!" I was very attracted by the idea but at that moment I did not dare tackle this project because I did not feel confident enough in my modelling skills. Finally, I decided to tackle it and I must confess that it has been a very rewarding project, and although laborious it was not as difficult as I expected. As always the help of my modelling friends from the Asociación Modelista de Torrent (Torrent Modelling Club, AMT) was vital. Their advice and constructive criticism has helped me to avoid many mistakes and have guided me to the result you can see here. Looking over the finished model I especially like the abandoned and deteriorated look, as well as the integration of the model with the ground, but I think I could have obtained a better result with the interior of the fighting compartment.

The model represents a Ferdinand with the tactical number 323, a vehicle of the 3rd company of the famous sPz.Jg.Abt. 653 that ended its days in this dramatic way in the battle of Kursk in July 1943. I based my diorama in two photographs I found on the Internet. They are almost identical with respect to the perspective



and only differ in the number of Russian soldiers who are looking at the dead behemoth. After studying these images I concluded that the fighting compartment blew up due to a catastrophic internal explosion and not due to an impact. With this theory in mind, I tailored my effort to replicate the conditions of the interior and painting to these circumstances. Specifically, I tried to simulate the severe damage to the paint caused by the very high temperatures of the explosion, which caused a quick oxidation of the inside walls. I also wanted to simulate only minimal signs of smoke, caused by fires in small elements, like the filters, but not an extended fire. For this reason the warm orange hues predominate over the blacks, greys and whites.

This is the list of the commercial products used in this project:

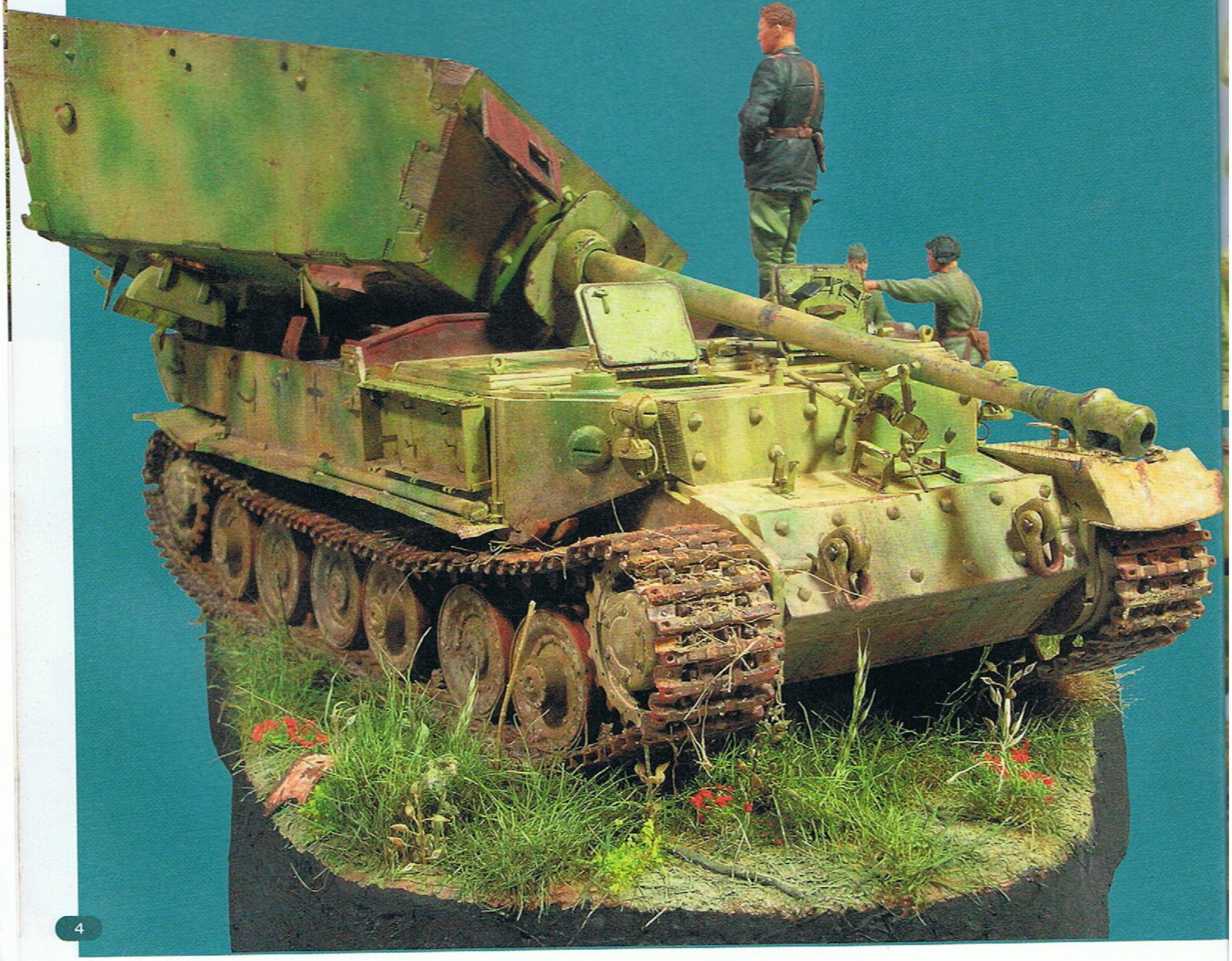
- 6133 Dragon Sd.Kfz. 184 "Ferdinand"
- 2251 Verlinden interior set for Dragon Ferdinand
- 35122 Aber Sd.Kfz. 184 "Ferdinand" general PE set
- 35124 Aber Fenders for Ferdinand
- 35L14 Aber gun barrel for Ferdinand
- TK-10 Armour Track Models tracks

Dragon's Ferdinand is an excellent kit and very accurate kit that does not need any additions but as with almost every model there are things that can be improved. Verlinden's interior set is quite disappointing, and the Jaguar alternative is also not perfect and difficult to obtain. The strong points of one set are the drawbacks of the other. Anyway, Verlinden offer a base on which to start the detailing work. The Aber PE sets are great, as usual, as well as the gun barrel. The individual link tracks by ATM would be fine if they did not have the nasty tendency to deviate to the right as more links are added.

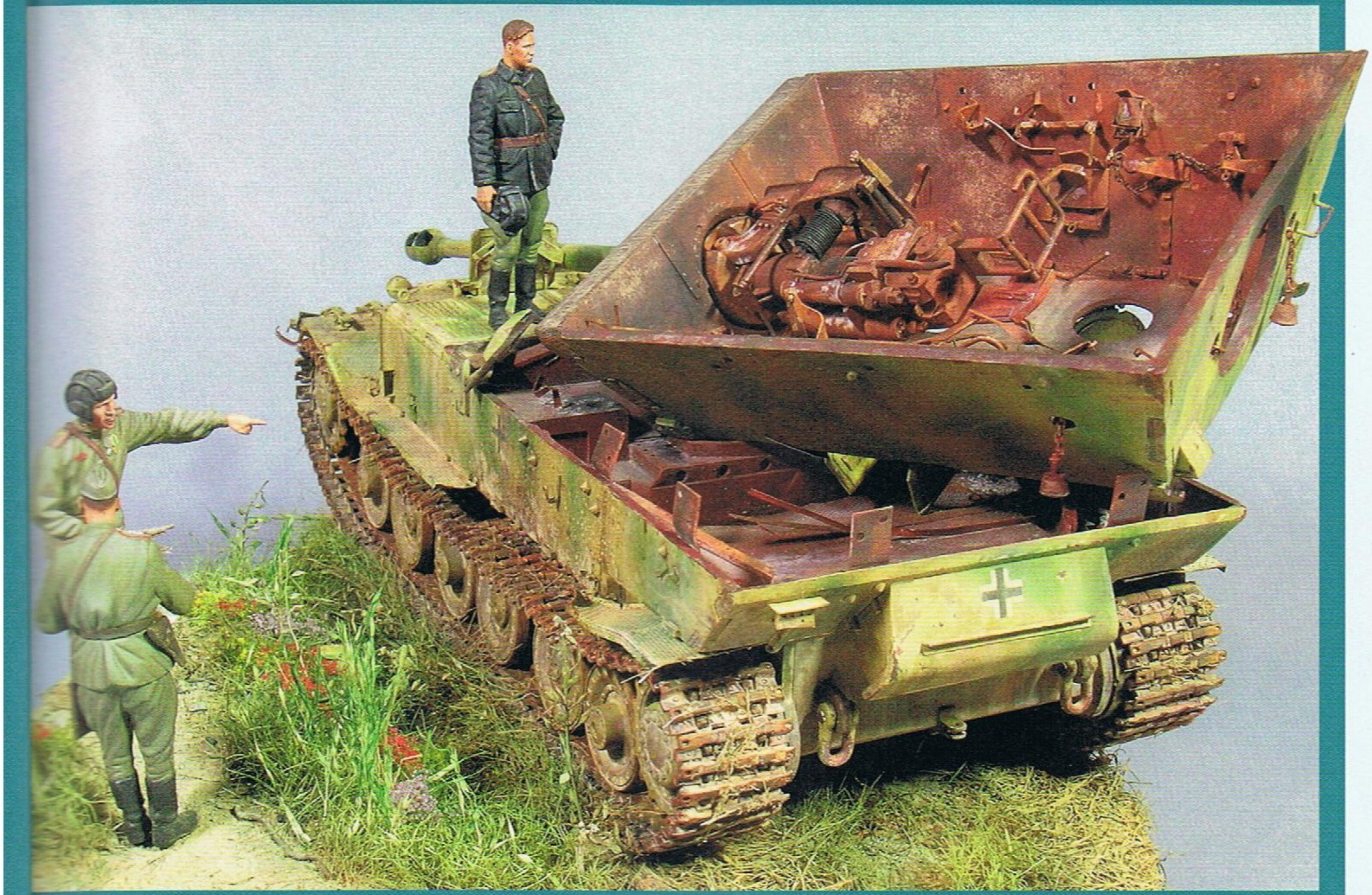
Building

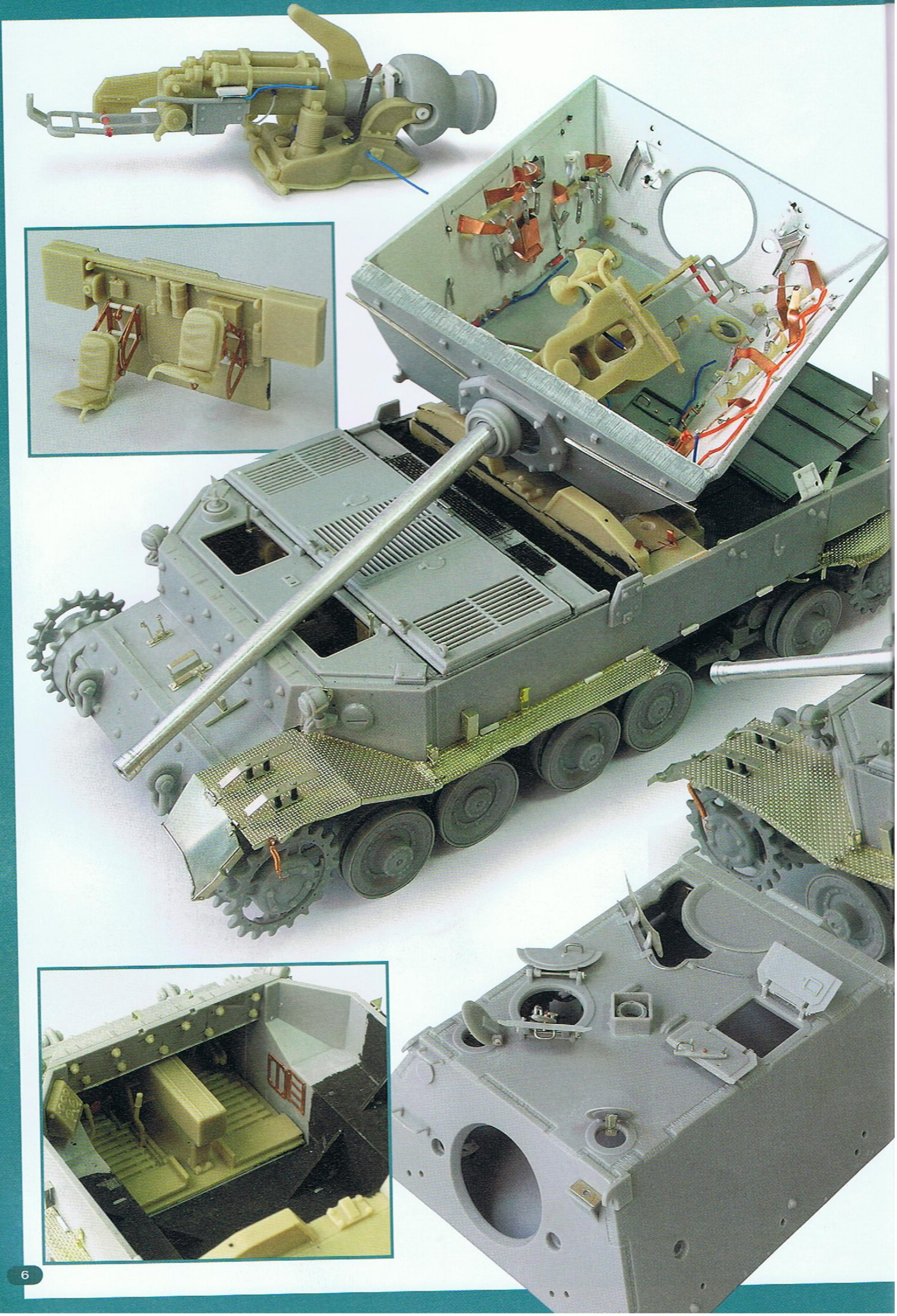
This stage has been more complex than usual because it is necessary to destroy and then rebuild many parts, mainly from the interior. The easiest area is the driving compartment, since it is not damaged. Besides I did not plan extensive detailing there, since it will be barely visible once the model is completed, despite the fact that unlike the reference photo, I decided to leave the hatches open. So I only added the Verlinden parts as per the instructions. The fighting compartment can be differentiated into two areas: The floor and the upper compartment. For the floor I used the Verlinden parts, but cut away the rear section which I rebuilt with aluminium sheet and tread plate PE spares. First I built the parts and checked their fit, before removing them to break and bend them to recreate a destroyed look.

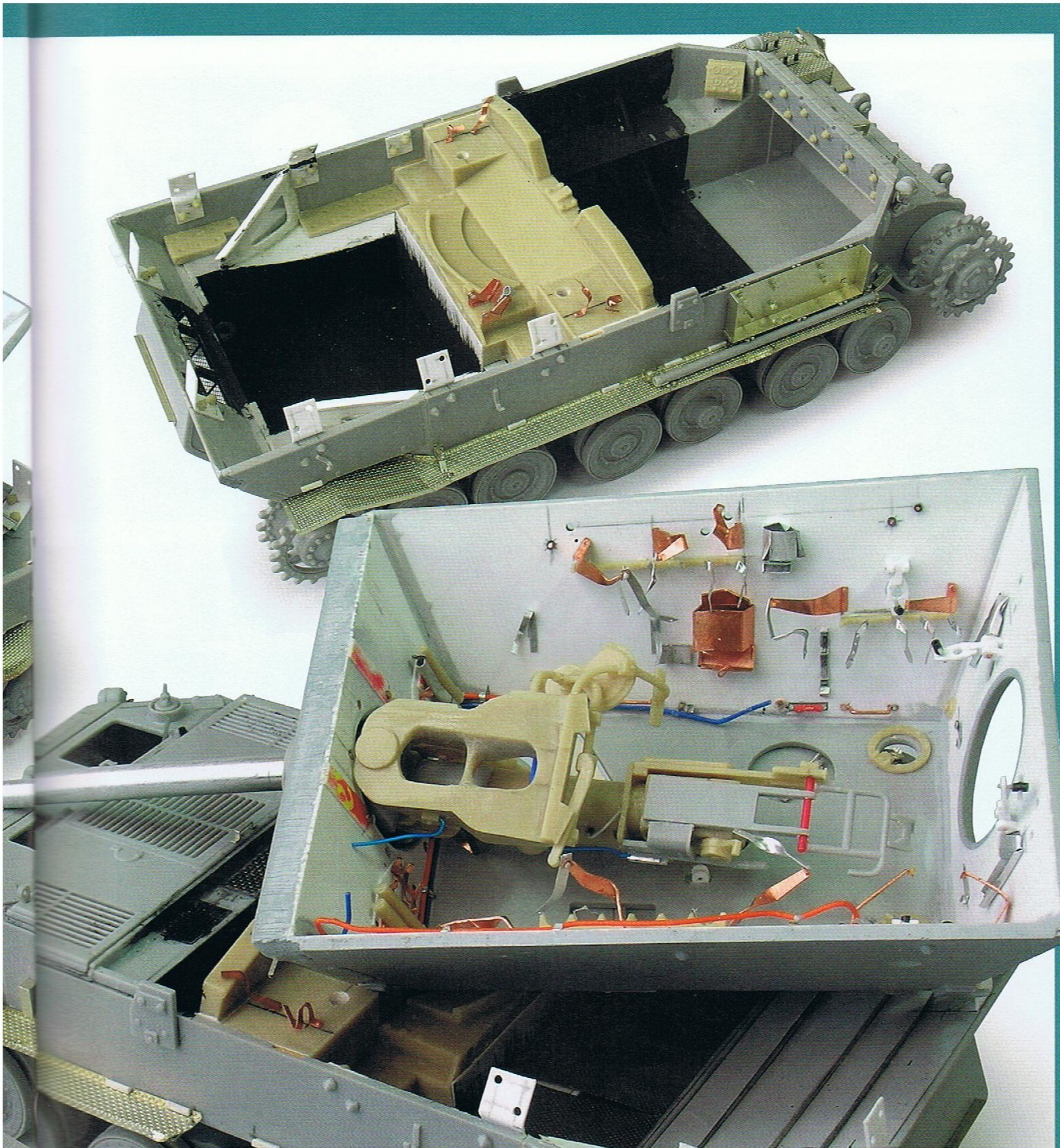
With plastic card I made the reinforcements and the plates that held the



fighting compartment in place. The most demanding area is the interior walls of the massive fighting compartment. In order to get a better fit and to accurately fit out the interior I had to build up the interior walls to the correct scale thicknesses which I did by adding plastic sheet to the inner faces. On these new plasticard walls, I marked the position of all the elements using as a template the discarded Verlinden kit walls. Then I prepared all the interior parts, supports, clamps, ammo racks, boxes, wires, etc. replicating them with an idea of the damage that an internal explosion could have caused to them. Finally, I put them into their positions in the compartment but already bent and damaged. I left some to add them at the final stages of the assembly process lying on the floor and I did not fit some others, as they were blown away by the explosion. Probably the most demanding work was the construction of the hinges for the pistol ports, which were moveable allowing me to decide at the last minute their final appearance. The gun was also given some additional details on top of what is supplied in the Verlinden kit.



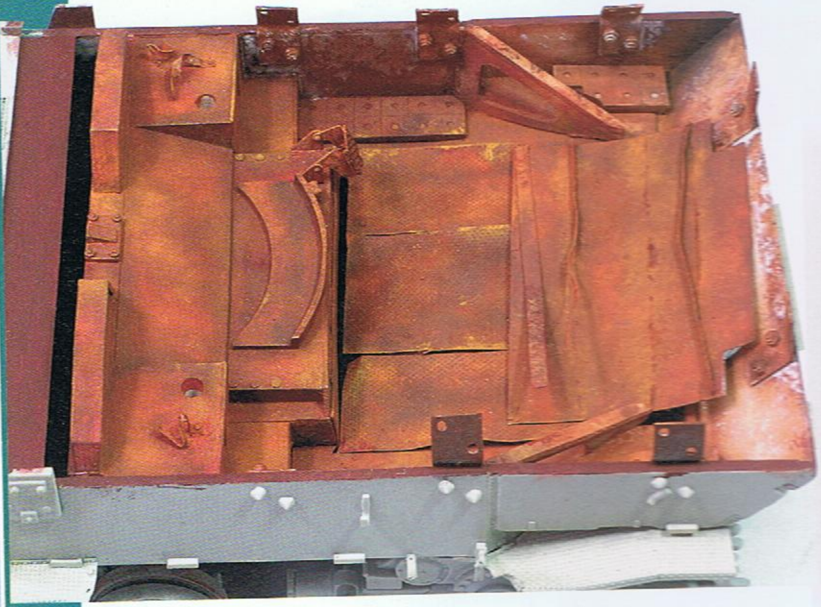


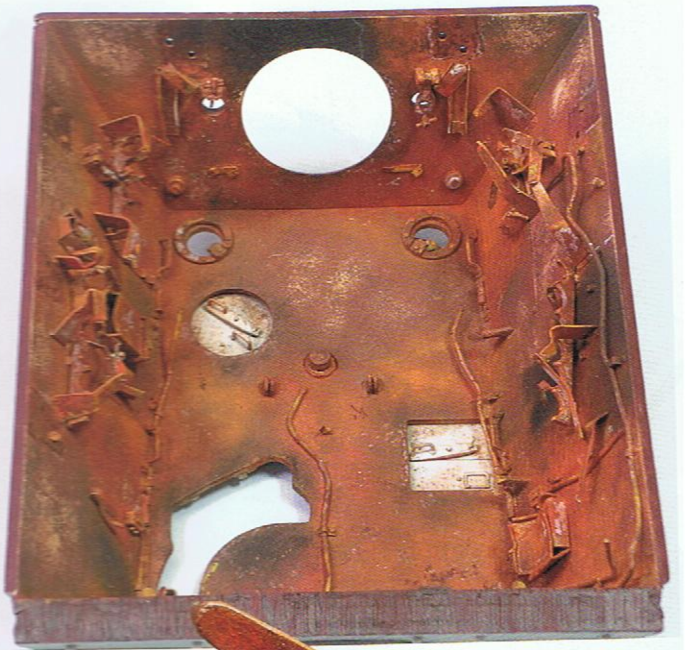


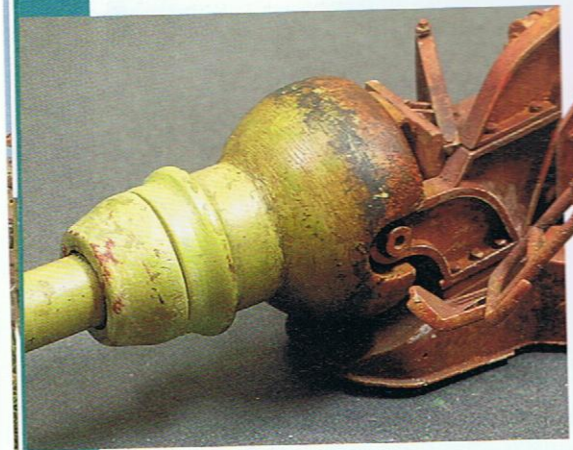
The building of the exterior was routine. I have to mention that the Aber photo etched mudguards are fantastic for emphasizing any damage and to give an abandoned feel. I Also invested a little extra work in making the hatches moveable with the hope that this would make the painting job easier, as well as allowing them to hang naturally in the correct position once the casemate was in its inverted position.

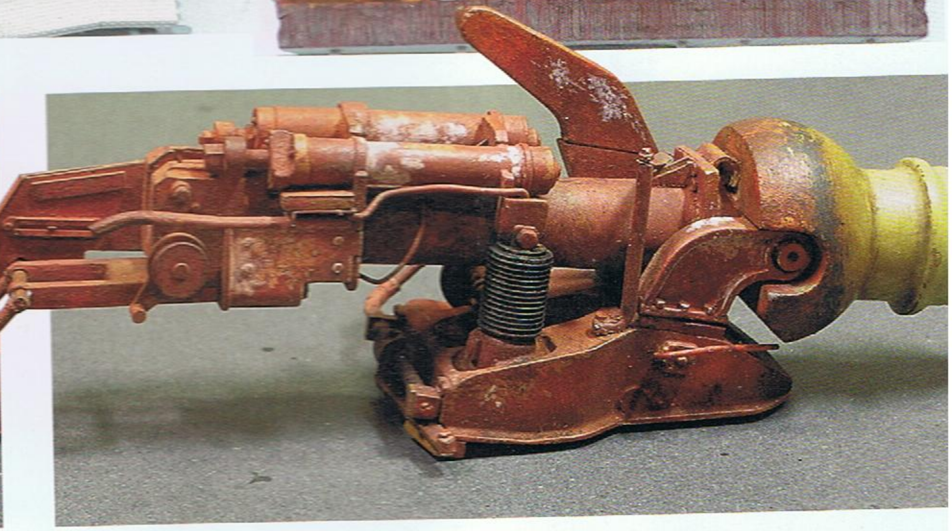
Painting

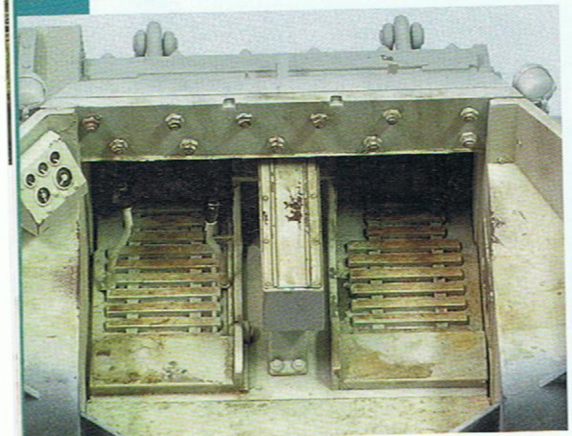
The sequence I followed in the painting of this model were to begin with the Interior of the driving compartment followed by the Interior areas with no detail. Next the Lower hull interior and Interior of the casemate were painted before moving on to the Hull exterior, Casemate exterior and Gun. The driving compartment interior was given a base coat a white Tamiya over which I added a first sepia oil filter. Then I painted chips with dark rust from the Vallejo Panzer Aces range. With very diluted Burnt Umber from Vallejo Model Color I added random patches, and finally I applied a Raw Umber oil filter. The wooden floor was painted with new wood from Panzer Aces, and the seats with several shadows of brown and orange from the Vallejo Model Color range. The areas with no detail, like the engine bay were painted in matt black to avoid seeing the empty interior through any of the grilles.









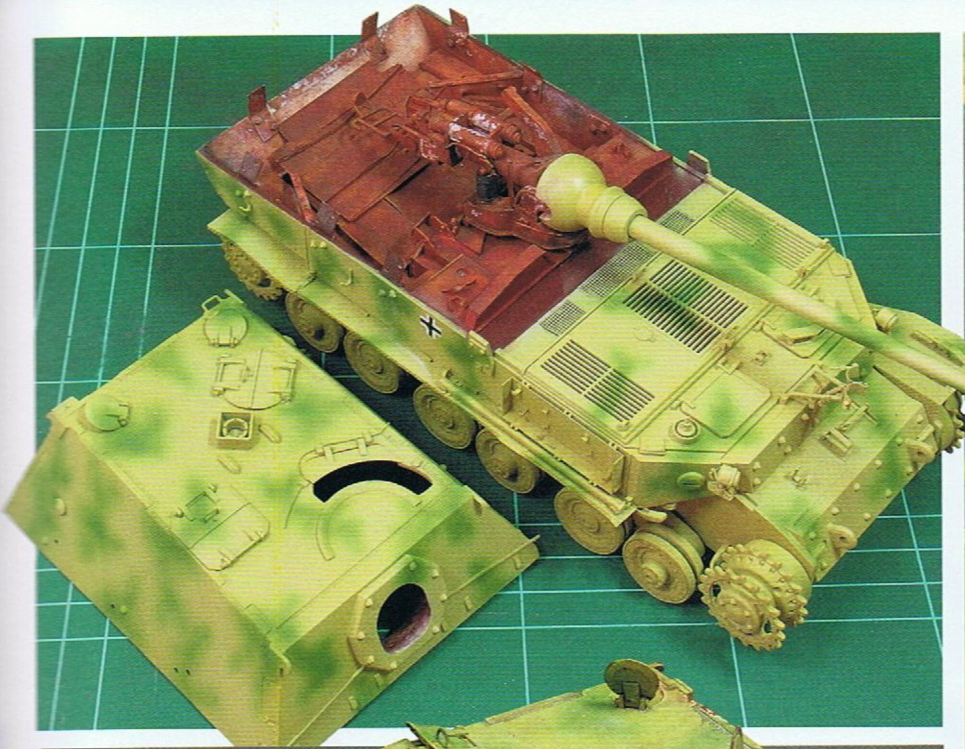


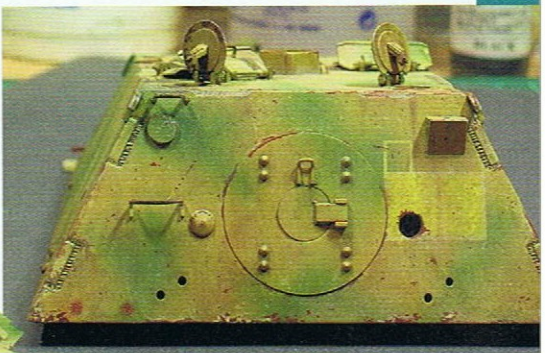
The hull interior was painted in white (walls) and primer red (floor). On this base I stippled with a brush a wide range of oranges and reds from Vallejo Model Color. Then I used at least three different shades of pigments which I applied dry, before going over them and removing parts of them with a flat bush wetted with Humbrol enamel thinner. I applied once again white to the walls, in the form of 'positive' chips and finally I retouched the area with more pigments. I painted the interior of the casemate first for ease of manipulation. The painting procedure was basically the same as for the lower hull, but towards the end, just prior to locating it in its final position, I added black pigments to simulate the traces of smoke in the more sensible places. With small accumulations of a very light grey pigment, I simulated the effect of ashes and to fix the pigment, I used a little bit of Humbrol enamel thinner which is absorbed easily by the pigments.

The exterior of the hull and casemate were painted in a more conventional way. I only want to mention that I intentionally painted the lower areas in a darker tone to add the impression of more dirt there, as usually can be seen in reference or wartime photographs. The idea is not the get a false or theatrical effect, but, quite the opposite and I tried to represent realistically the location of the dirt.

On the casemate outer side walls I painted dirt streaks, taking into consideration the final angle and the positioning of this part and I also simulated the dirt accumulated in the interior of the roof.

With the gun barrel I want to mention that I did not draw vertical lines of dirt, from the upper to the lower halves, as is usual in modelling. If you carefully observe any tubular horizontal pipe, you will see that these rain marks run from the mid point or 'equator' towards the lowest point, and it is





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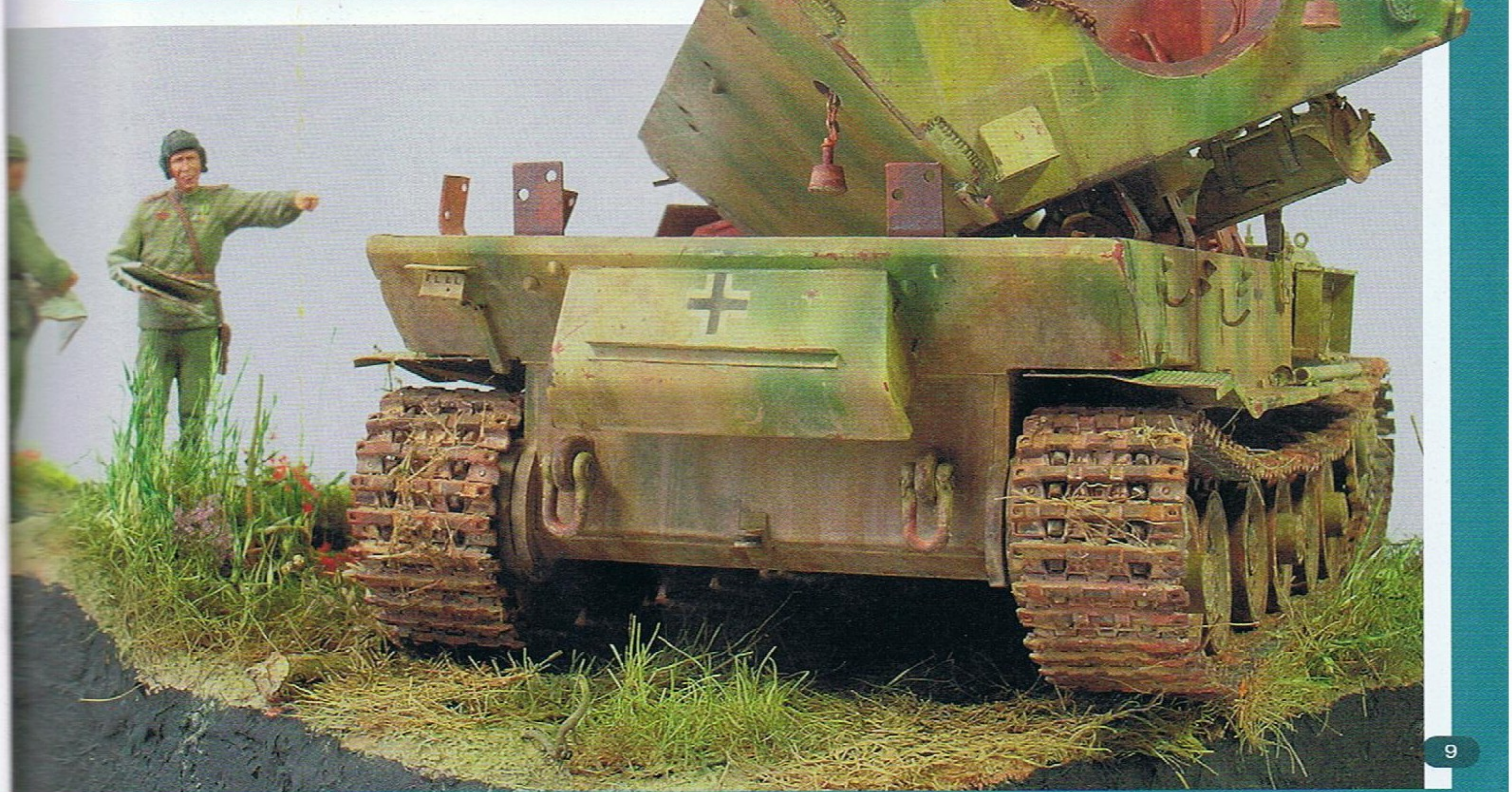
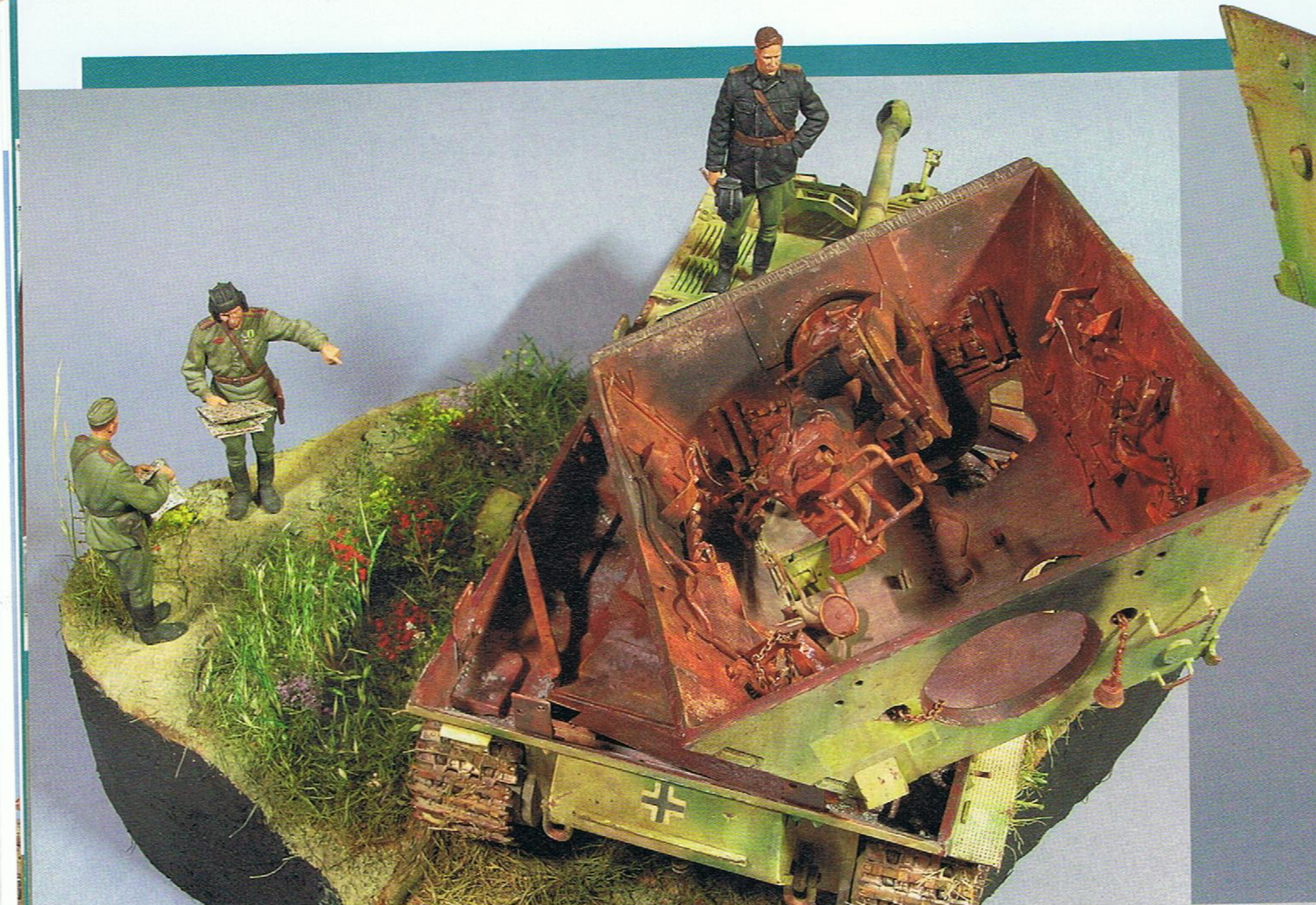
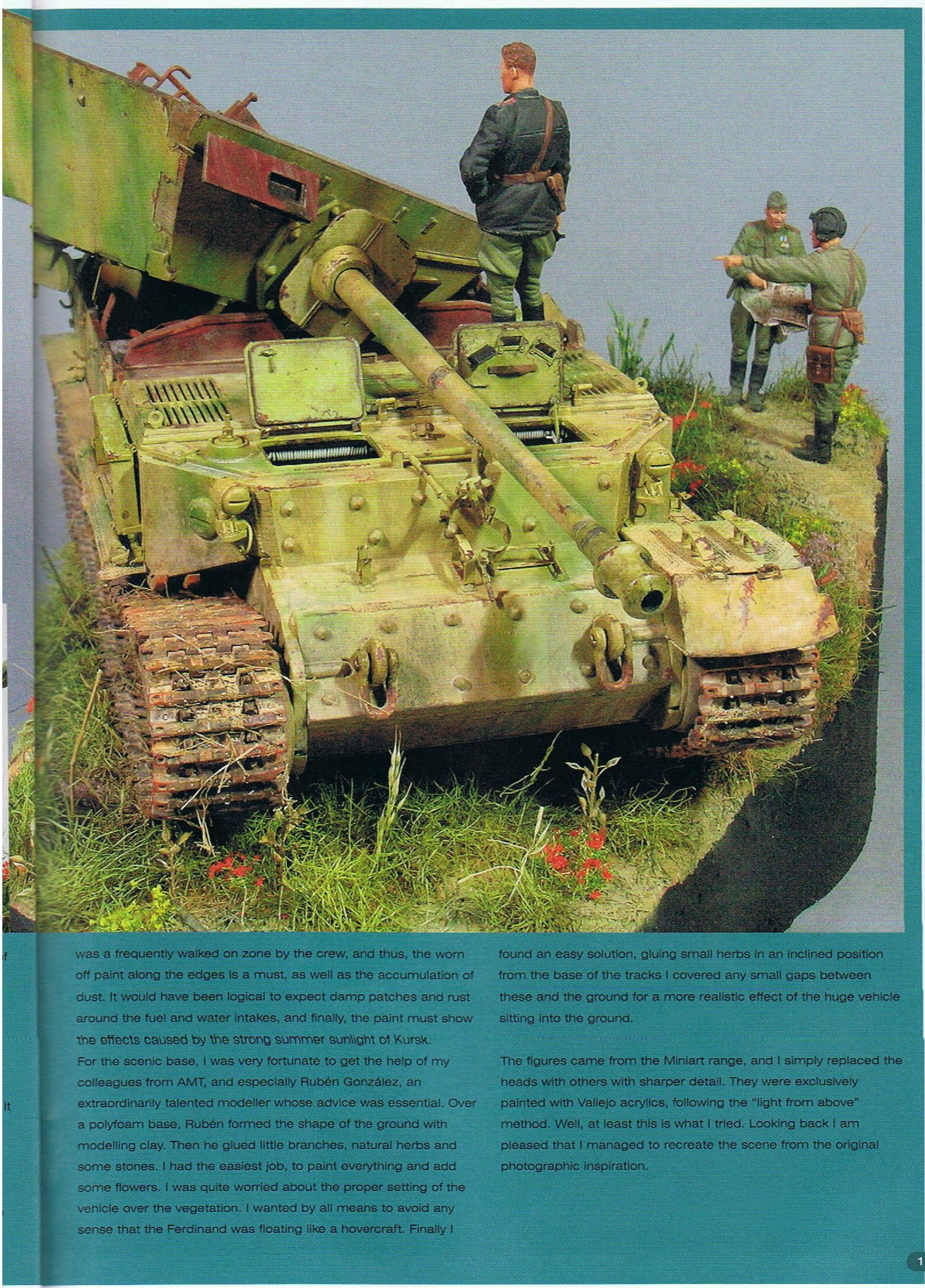




precisely here were the water drops remain for the longest time and were the first damage to the paint, in the form of chips and rust, appears. This effect is not usually so visible in a conventional model, but here it is due to the unusual final position of the gun barrel. I also want to mention the part burnt grease on the ball-shaped mantlet, an effect that I simulated with asphalt oil from the Spanish brand Titan retouched with grey pigment.

I am especially satisfied with the result I got with the track painting, since it was very close to the idea I had in my mind before I started this task. Since I wanted to represent a tank that had been abandoned for around two weeks, the tracks must show a good deal of oxidisation and an accumulation of dust and packed earth in their recesses. In order to get this look, I started from a quite dark colour, Track Primer from Panzer Aces mixed with a little bit of black. On this base, I applied washes of different acrylic earth colours, again from Vallejo Model Color. The idea was not to superimpose one wash over the previous one, but to obtain areas of different density and random distribution. Finally, I unified the colours with a wash of Naples Yellow oil. The following step is for the rusty look for which I used the drybrushing technique. As can be seen in the photographs, to obtain a wide variety of rust tones it was necessary to use many shades, and again, the Vallejo range covered my needs. This process has to be well thought out and it is necessary to chose the areas with darker (older) rust tones and lighter (newer) ones or otherwise the tracks would not look real. The engine deck of these vehicles is a very interesting area, given its shape and location, it allows for different painting effects. This

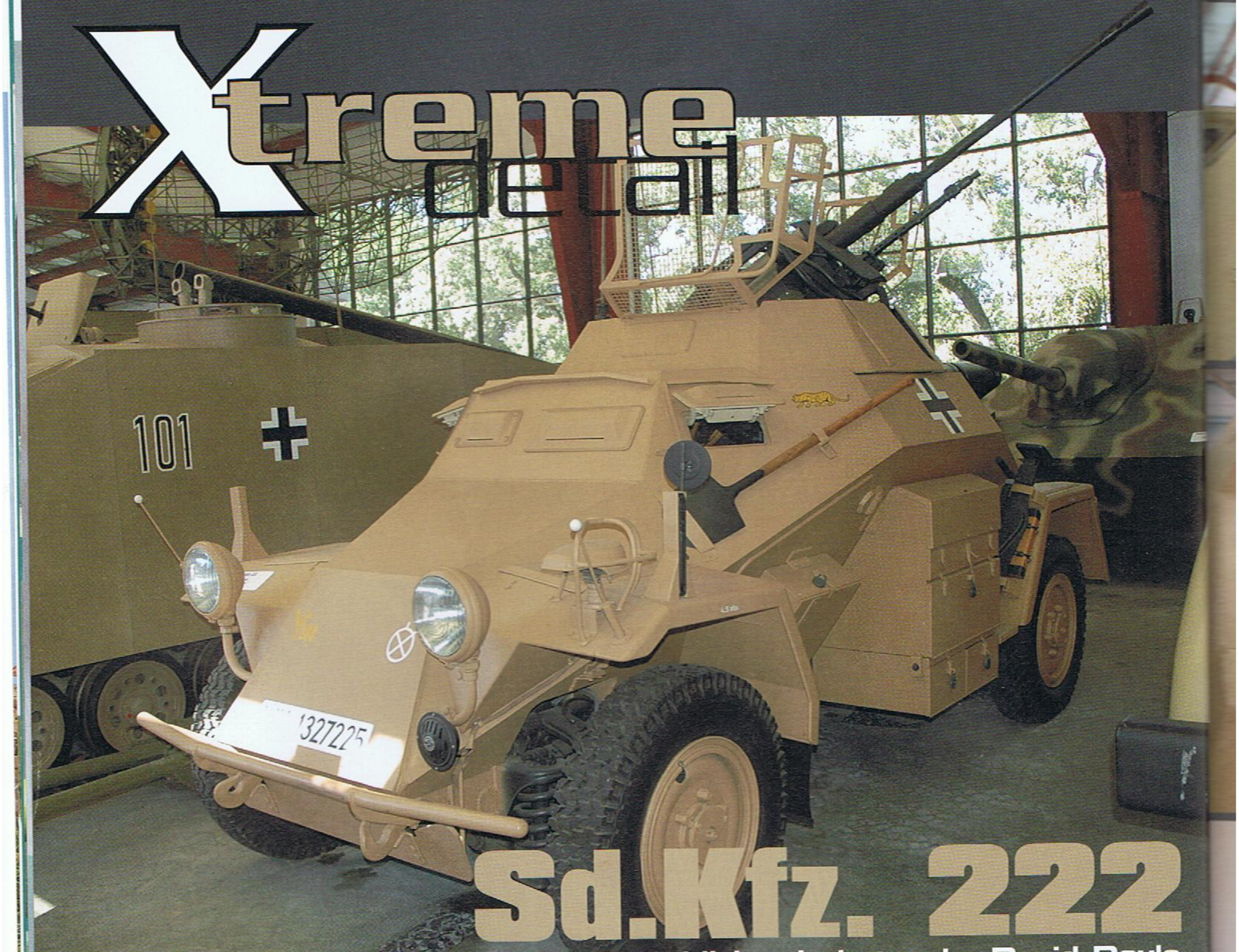


was a frequently walked on zone by the crew, and thus, the worn off paint along the edges is a must, as well as the accumulation of dust. It would have been logical to expect damp patches and rust around the fuel and water intakes, and finally, the paint must show the effects caused by the strong summer sunlight of Kursk.

For the scenic base, I was very fortunate to get the help of my colleagues from AMT, and especially Rubén González, an extraordinarily talented modeller whose advice was essential. Over a polyfoam base, Rubén formed the shape of the ground with modelling clay. Then he glued little branches, natural herbs and some stones. I had the easiest job, to paint everything and add some flowers. I was quite worried about the proper setting of the vehicle over the vegetation. I wanted by all means to avoid any sense that the Ferdinand was floating like a hovercraft. Finally I found an easy solution, gluing small herbs in an inclined position from the base of the tracks I covered any small gaps between these and the ground for a more realistic effect of the huge vehicle sitting into the ground.

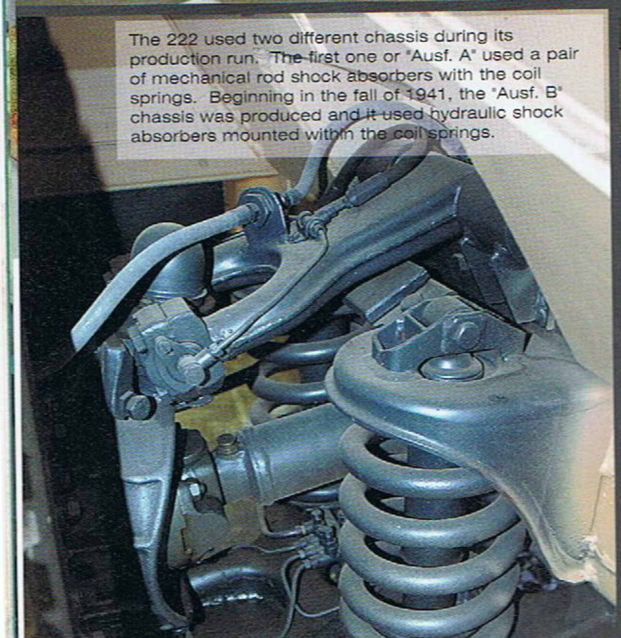
The figures came from the Miniart range, and I simply replaced the heads with others with sharper detail. They were exclusively painted with Vallejo acrylics, following the “light from above” method. Well, at least this is what I tried. Looking back I am pleased that I managed to recreate the scene from the original photographic inspiration.

Xtreme detail

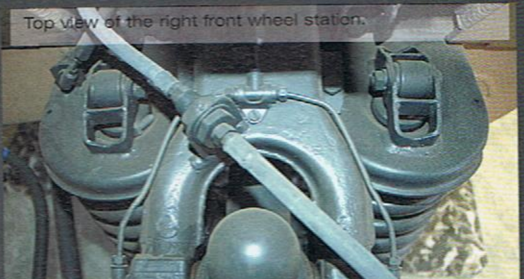


Sd.Kfz. 222

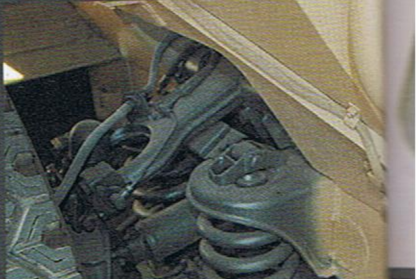
Presented by Chris Hughes with additional photos by David Doyle

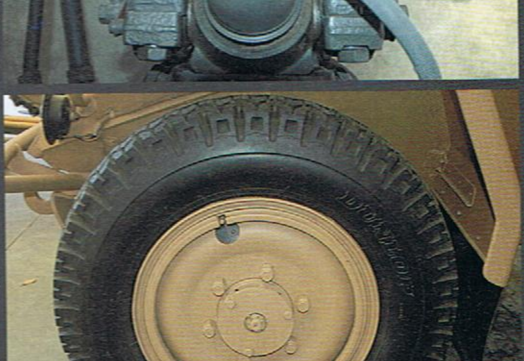


The 222 used two different chassis during its production run. The first one or "Ausf. A" used a pair of mechanical rod shock absorbers with the coil springs. Beginning in the fall of 1941, the "Ausf. B" chassis was produced and it used hydraulic shock absorbers mounted within the coil springs.

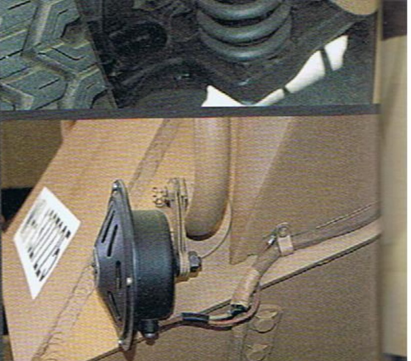


Top view of the right front wheel station.

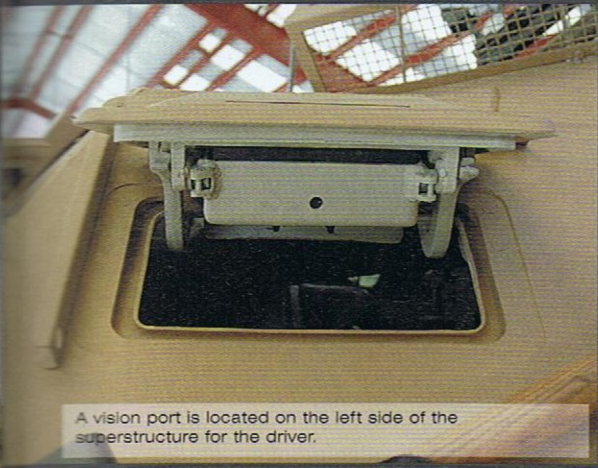




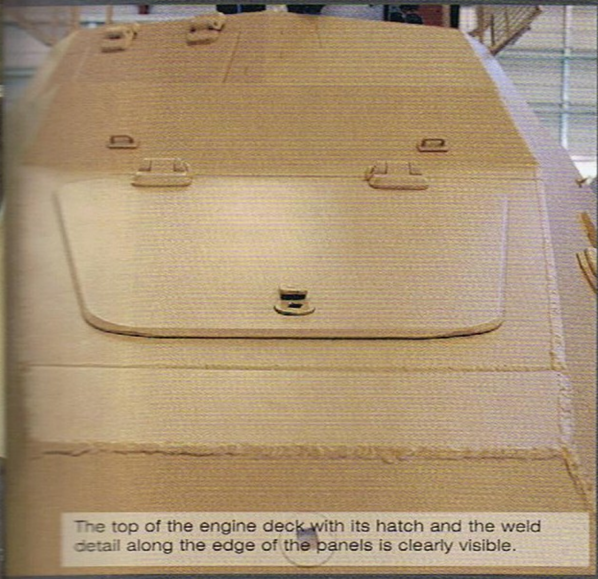
A view of the right front wheel. Early 222's had triangular shaped armoured covers over the wheel hubs.



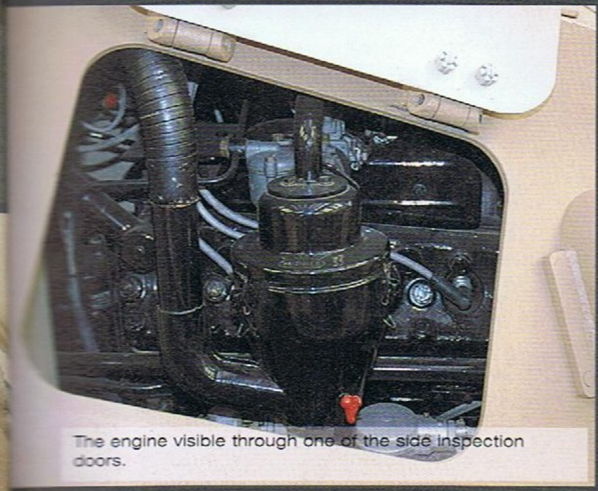
Wiring for the horn runs along the side of the vehicle hull and enters it underneath the left front fender.



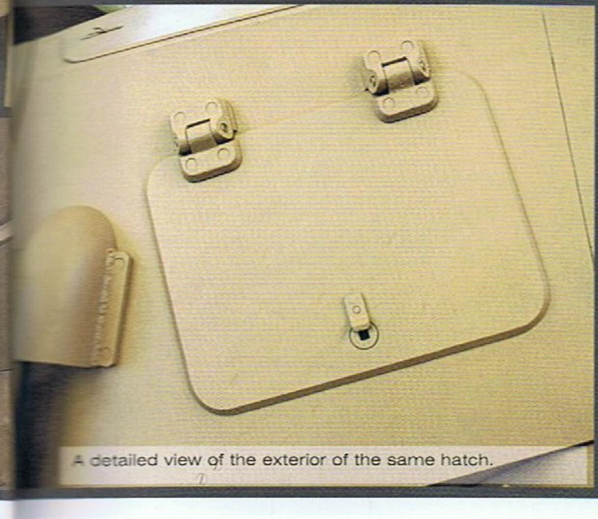
A vision port is located on the left side of the superstructure for the driver.



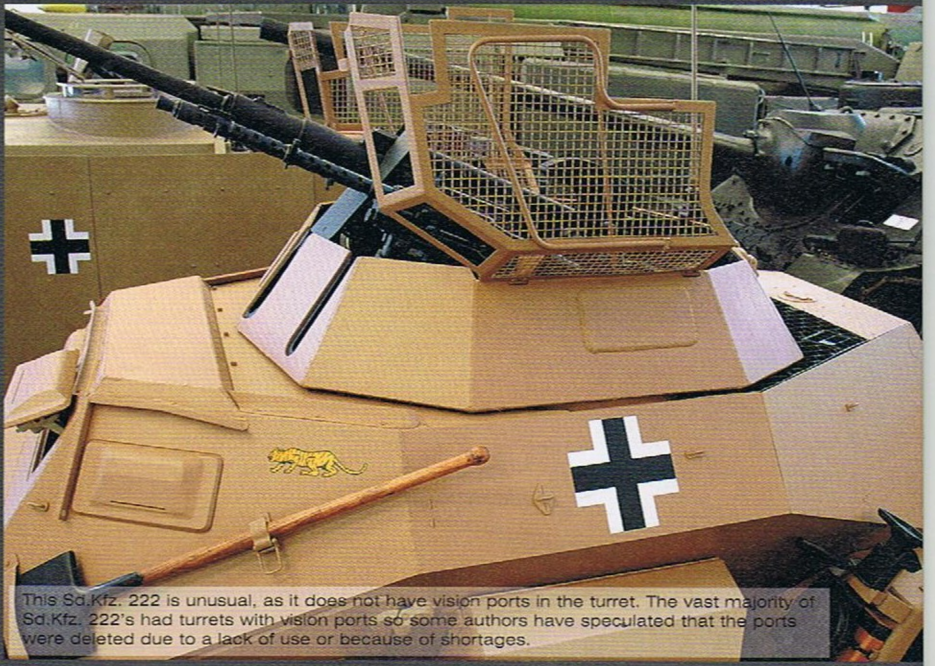
The top of the engine deck with its hatch and the weld detail along the edge of the panels is clearly visible.



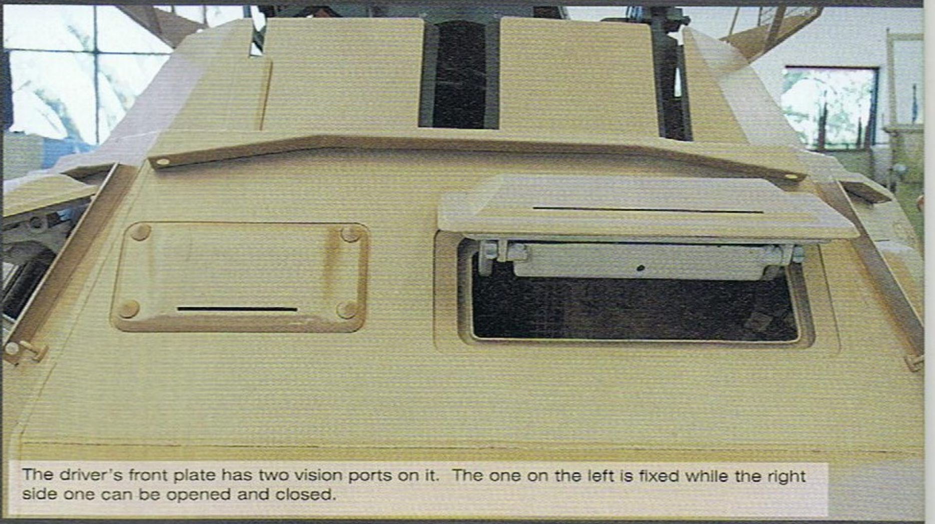
The engine visible through one of the side inspection doors.



A detailed view of the exterior of the same hatch.

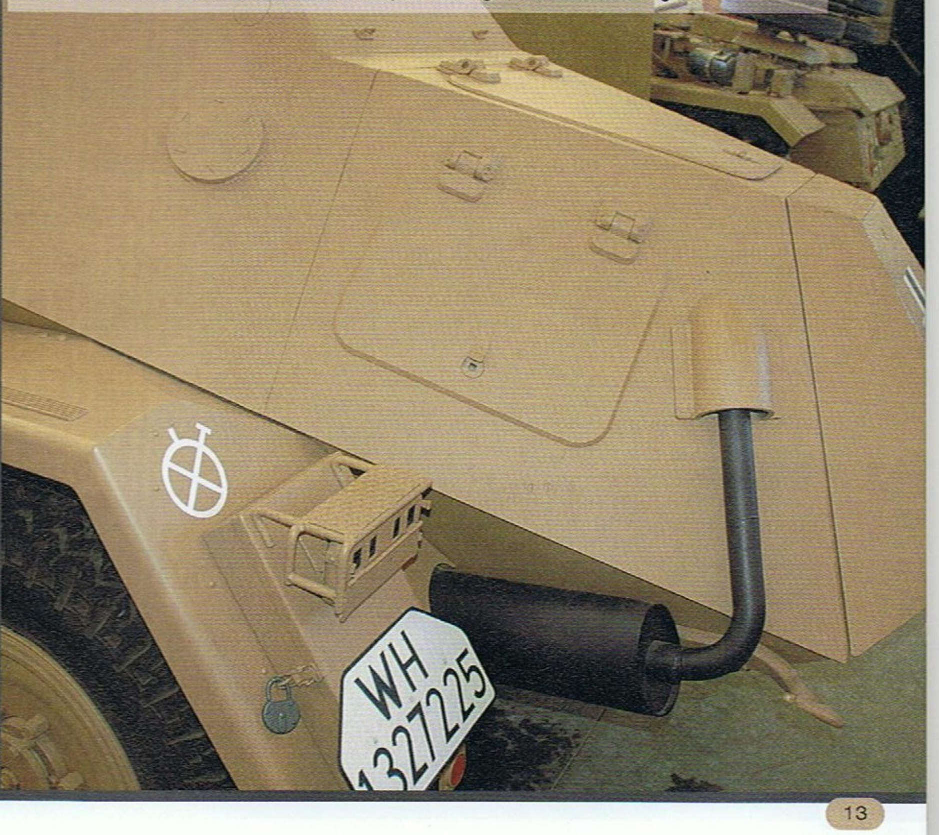


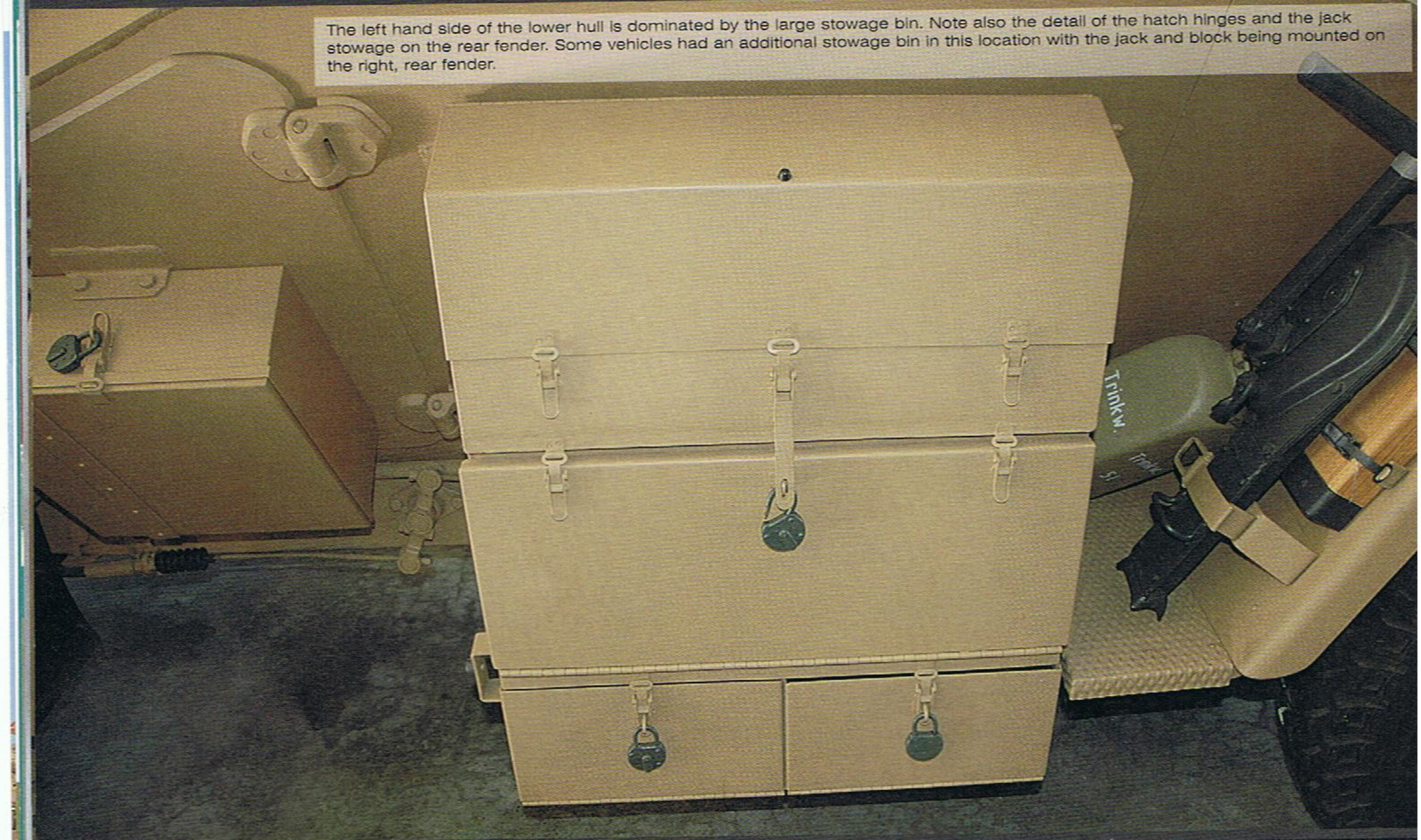
This Sd.Kfz. 222 is unusual, as it does not have vision ports in the turret. The vast majority of Sd.Kfz. 222's had turrets with vision ports so some authors have speculated that the ports were deleted due to a lack of use or because of shortages.



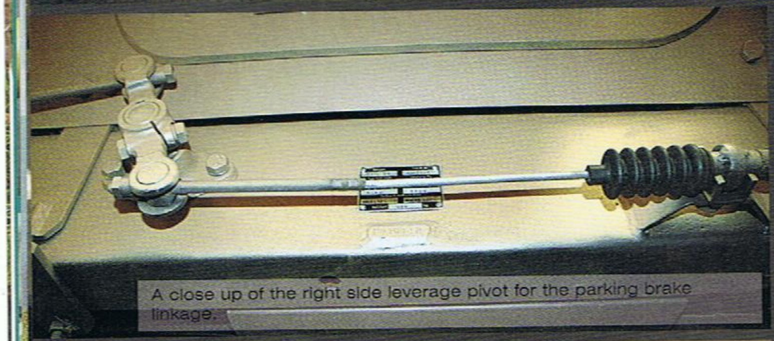
The driver's front plate has two vision ports on it. The one on the left is fixed while the right side one can be opened and closed.

An overall view of the rear of the hull showing the engine inspection hatches and exhausts. Note the small screw head details and the protective guard for the notek light.

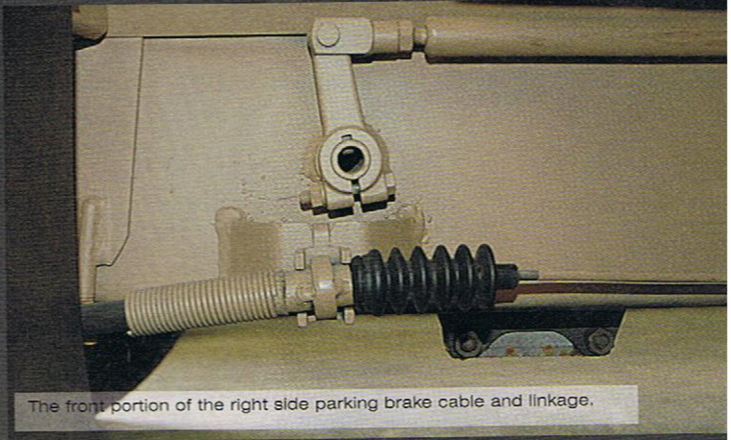




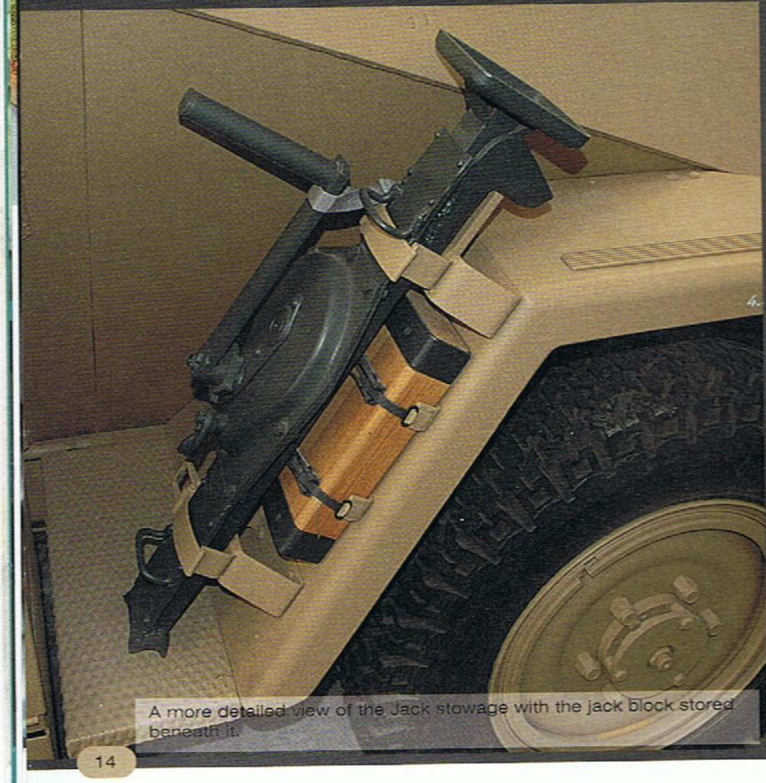
The left hand side of the lower hull is dominated by the large stowage bin. Note also the detail of the hatch hinges and the jack stowage on the rear fender. Some vehicles had an additional stowage bin in this location with the jack and block being mounted on the right, rear fender.



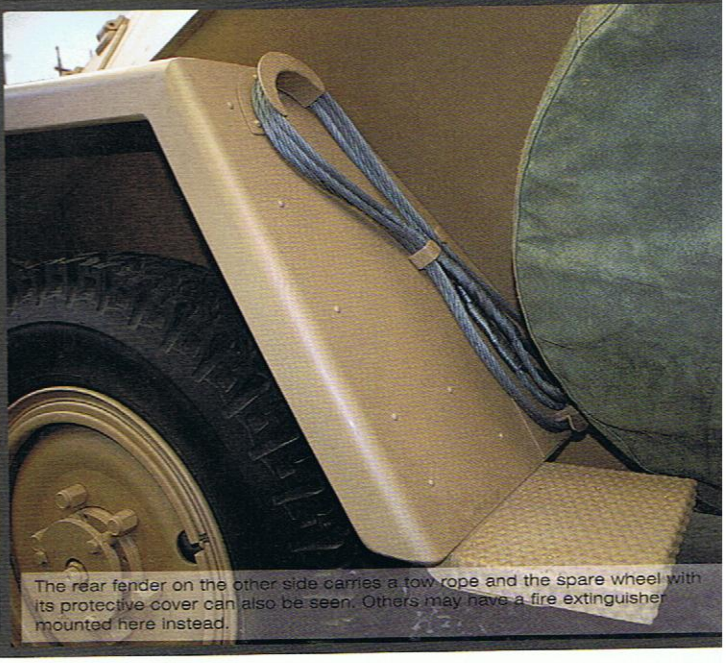
A close up of the right side leverage pivot for the parking brake linkage.



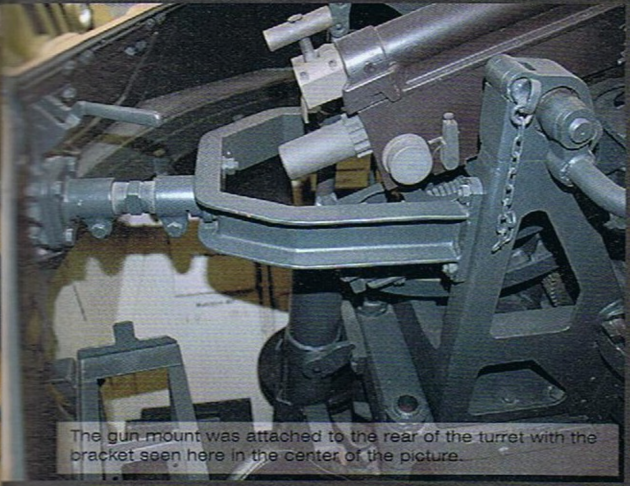
The front portion of the right side parking brake cable and linkage.

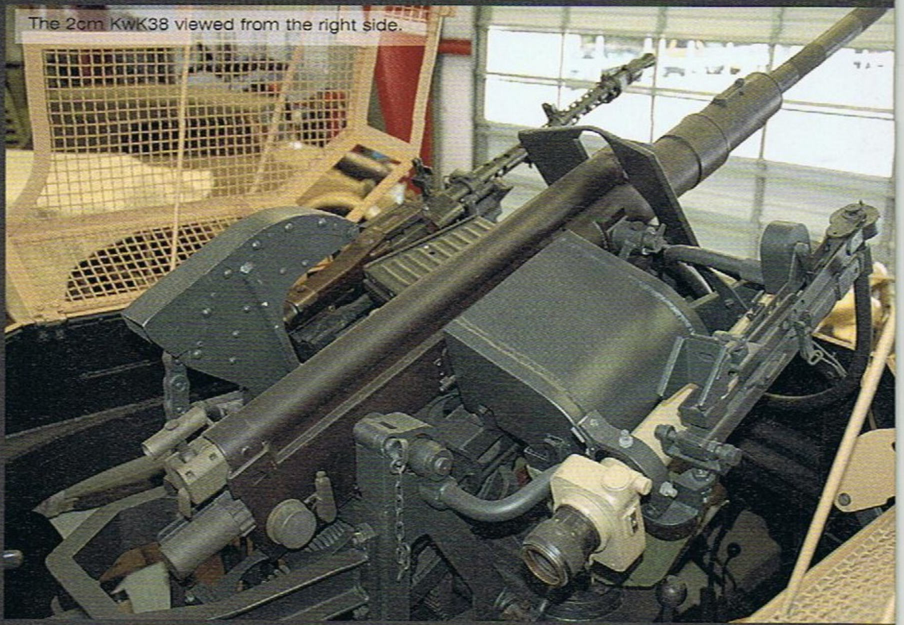


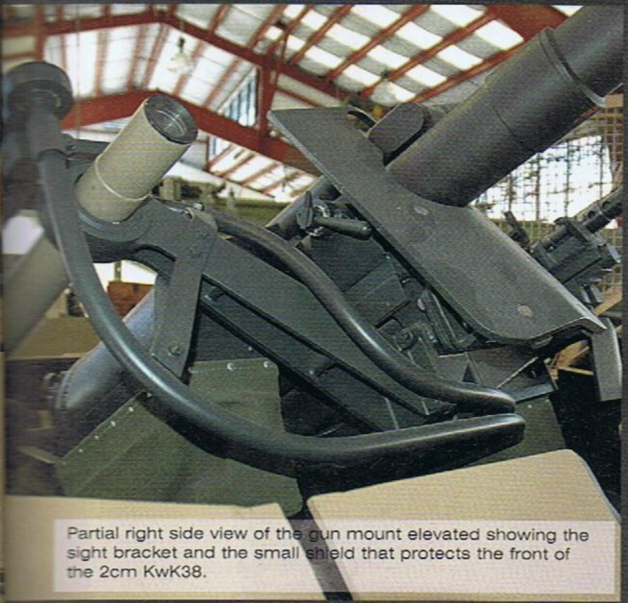
A more detailed view of the Jack stowage with the jack block stored beneath it.

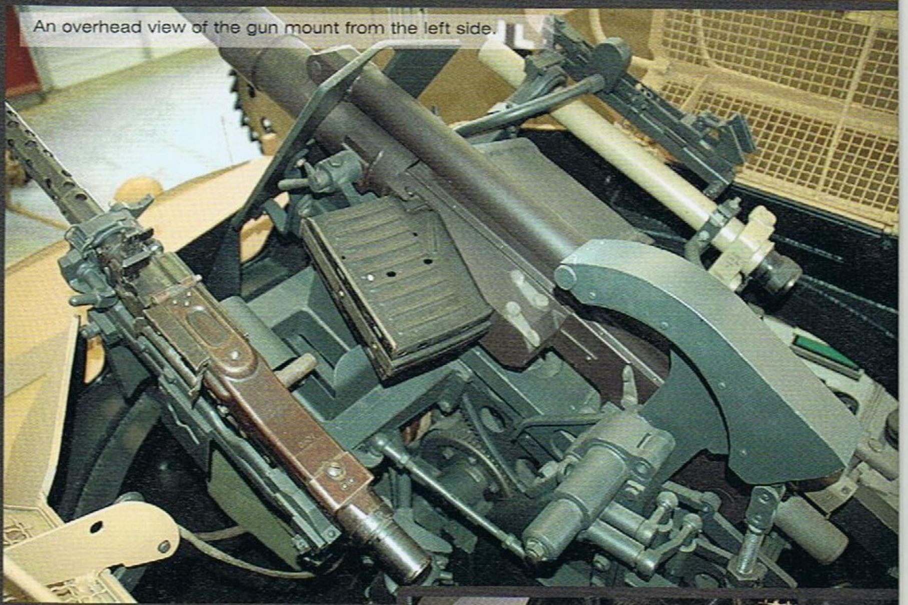


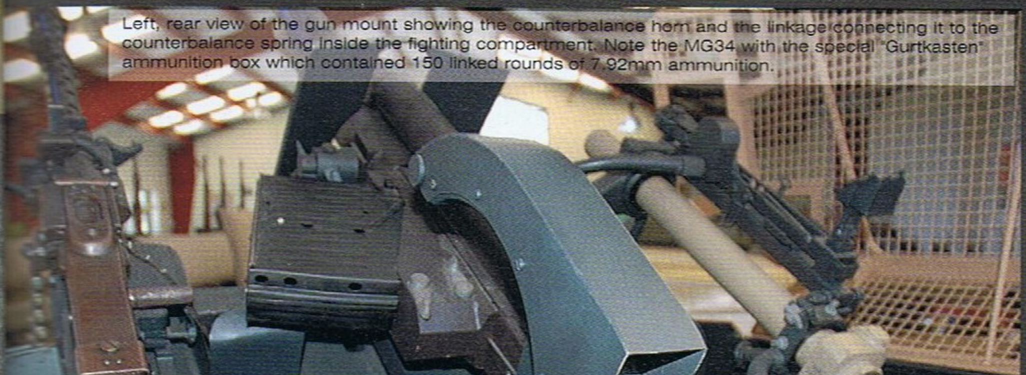
The rear fender on the other side carries a tow rope and the spare wheel with its protective cover can also be seen. Others may have a fire extinguisher mounted here instead.

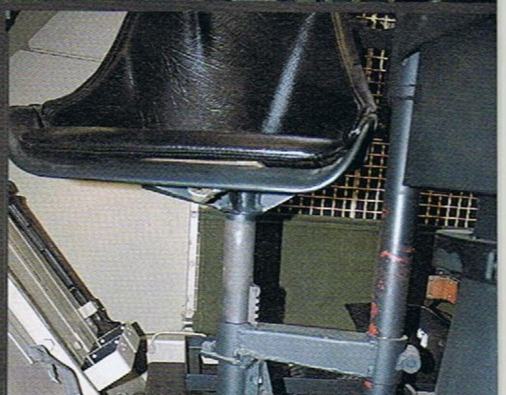

The gun mount was attached to the rear of the turret with the bracket seen here in the center of the picture.


The 2cm KwK38 viewed from the right side.

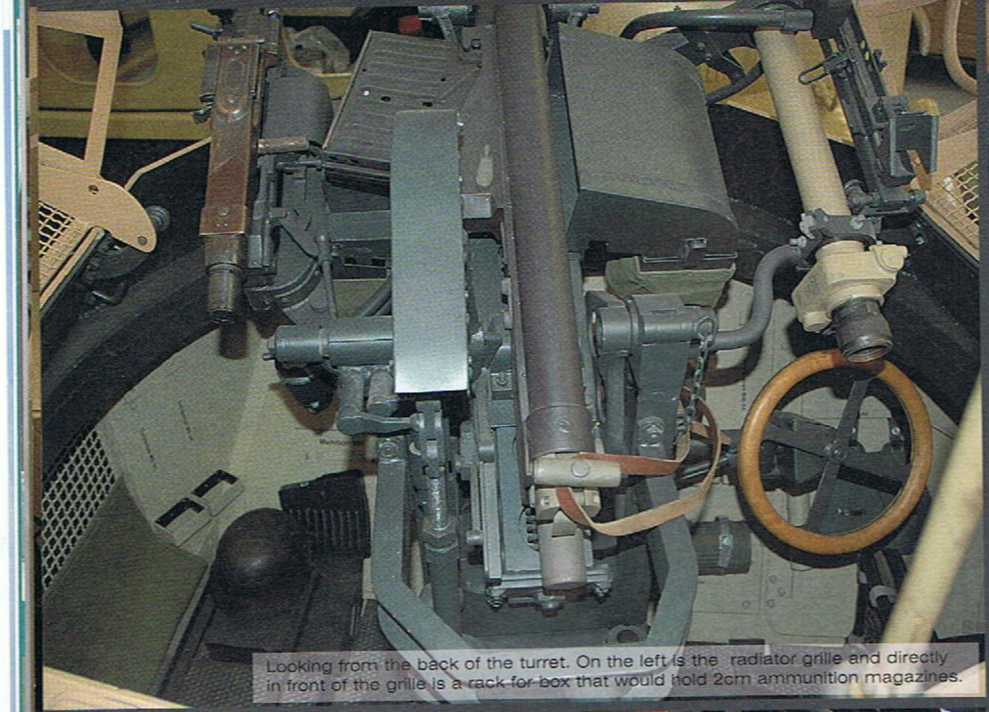

Partial right side view of the gun mount elevated showing the sight bracket and the small shield that protects the front of the 2cm KwK38.


An overhead view of the gun mount from the left side.

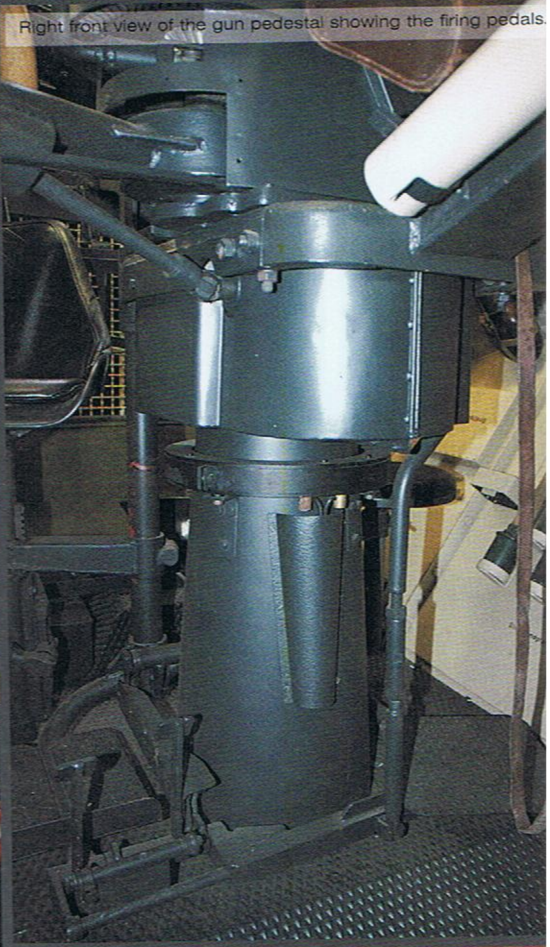

Left, rear view of the gun mount showing the counterbalance horn and the linkage connecting it to the counterbalance spring inside the fighting compartment. Note the MG34 with the special "Gurtkasten" ammunition box which contained 150 linked rounds of 7.92mm ammunition.


The Commander's seat and foot pedals.

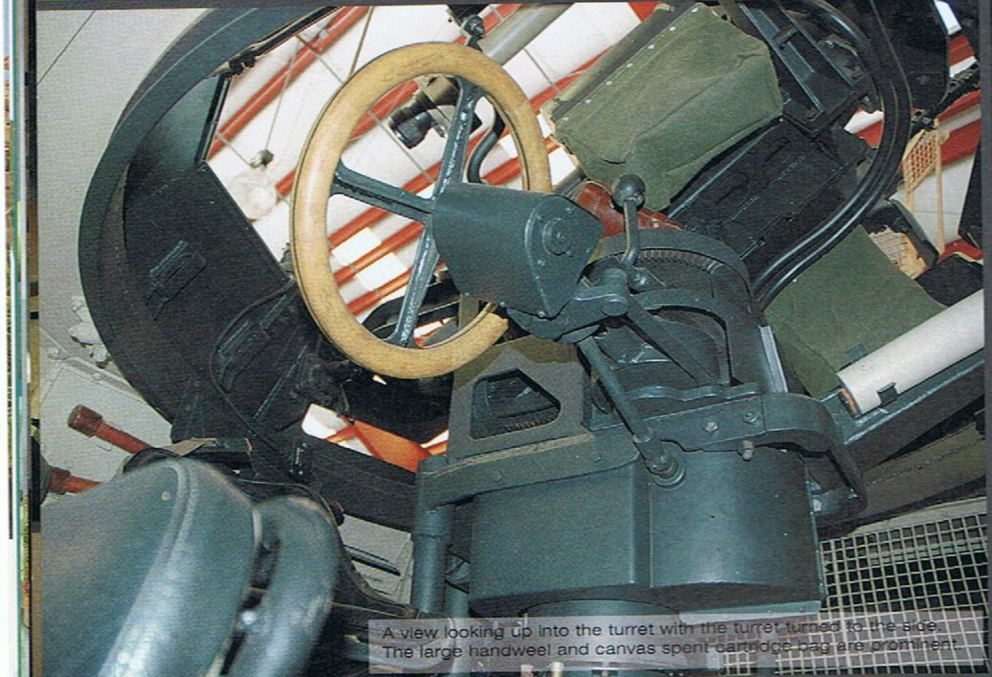
Sd.Kfz. 222



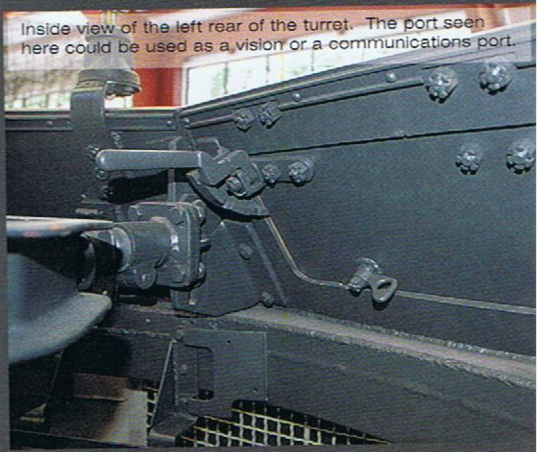
Looking from the back of the turret. On the left is the radiator grille and directly in front of the grille is a rack for box that would hold 2cm ammunition magazines.



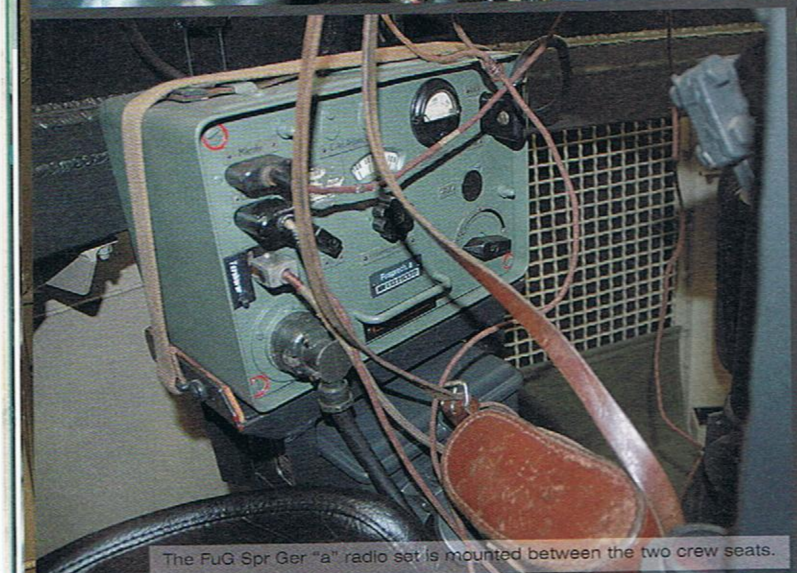
Right front view of the gun pedestal showing the firing pedals.



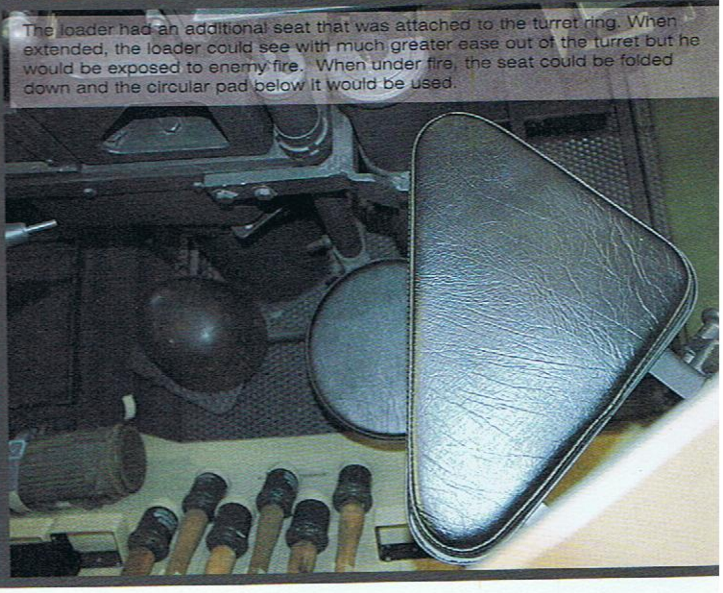
A view looking up into the turret with the turret turned to the side. The large handweel and canvas spent cartridge bag are prominent.



Inside view of the left rear of the turret. The port seen here could be used as a vision or a communications port.



The FuG Spr Ger "a" radio set is mounted between the two crew seats.



The loader had an additional seat that was attached to the turret ring. When extended, the loader could see with much greater ease out of the turret but he would be exposed to enemy fire. When under fire, the seat could be folded down and the circular pad below it would be used.

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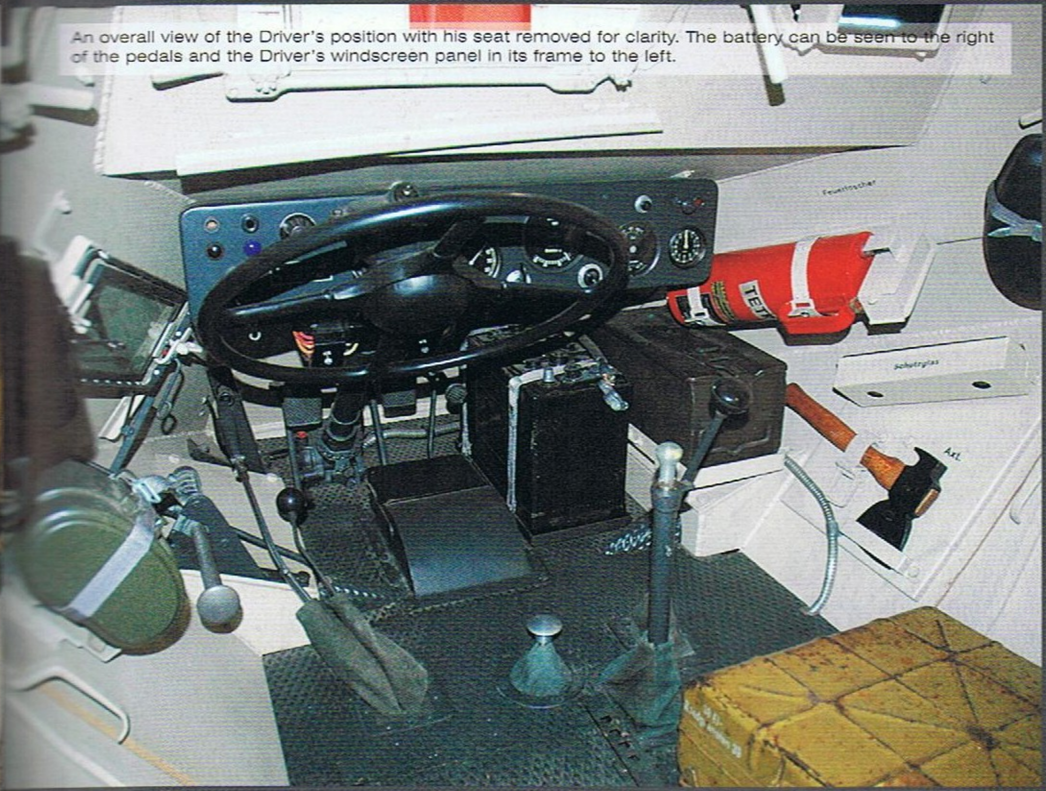
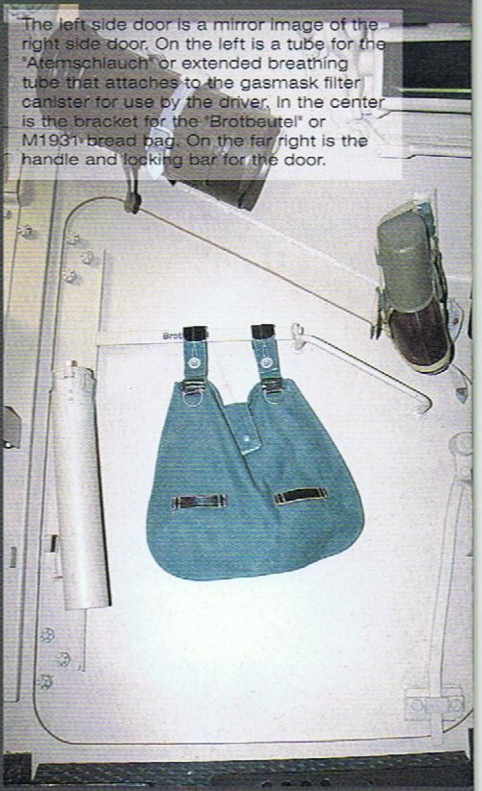
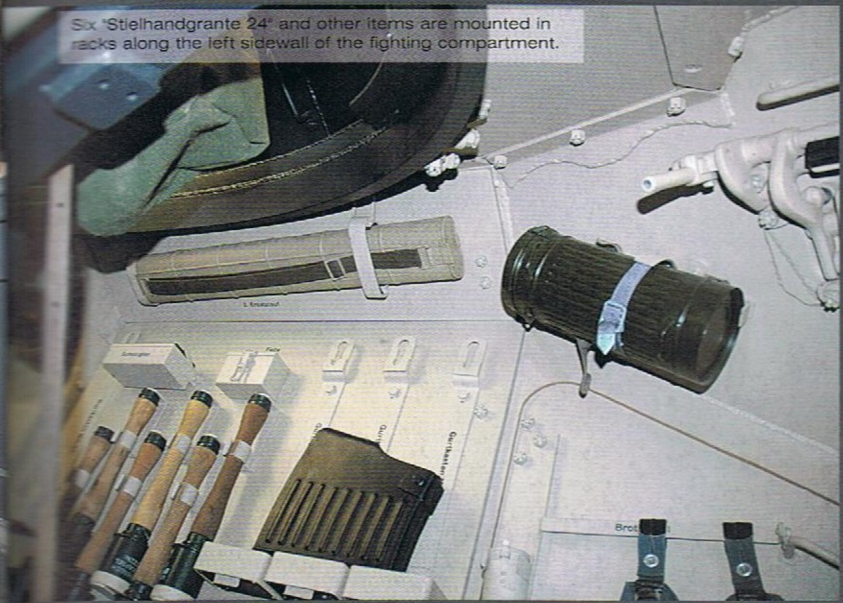
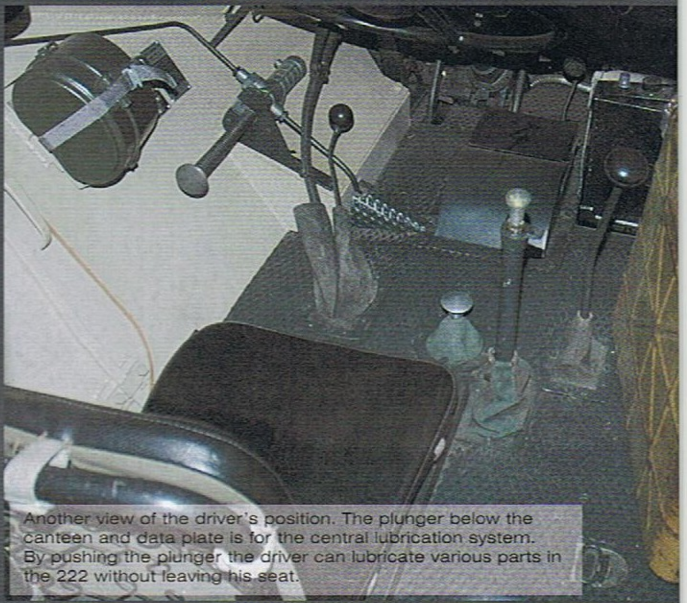
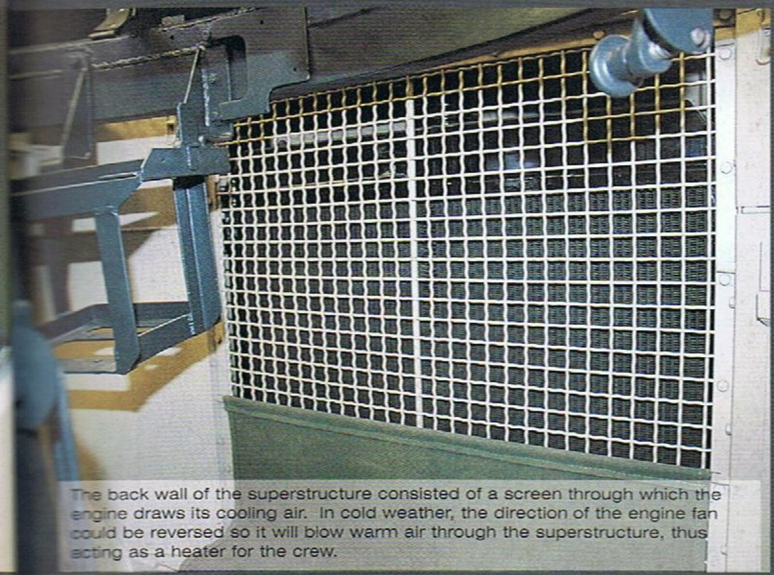
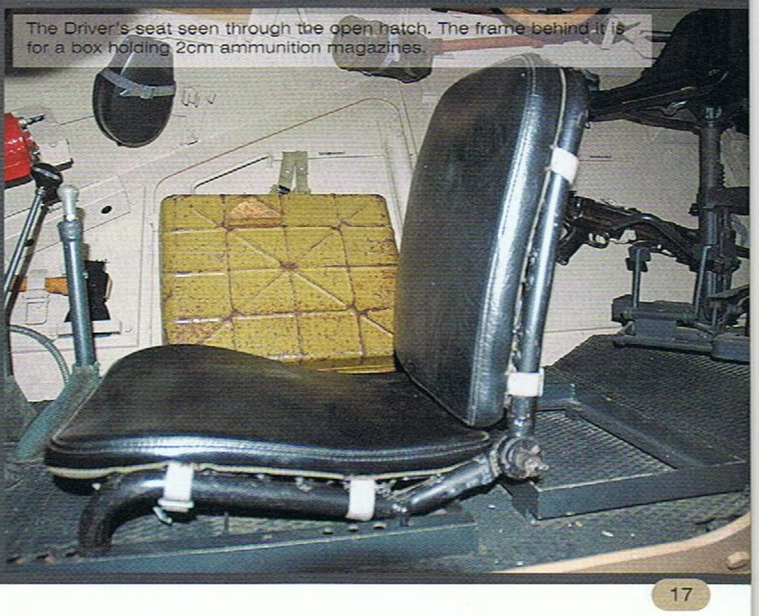

An overall view of the Driver's position with his seat removed for clarity. The battery can be seen to the right of the pedals and the Driver's windscreen panel in its frame to the left.


The left side door is a mirror image of the right side door. On the left is a tube for the "Atemschlauch" or extended breathing tube that attaches to the gasmask filter canister for use by the driver. In the center is the bracket for the "Brotbeutel" or M1931 bread bag. On the far right is the handle and locking bar for the door.

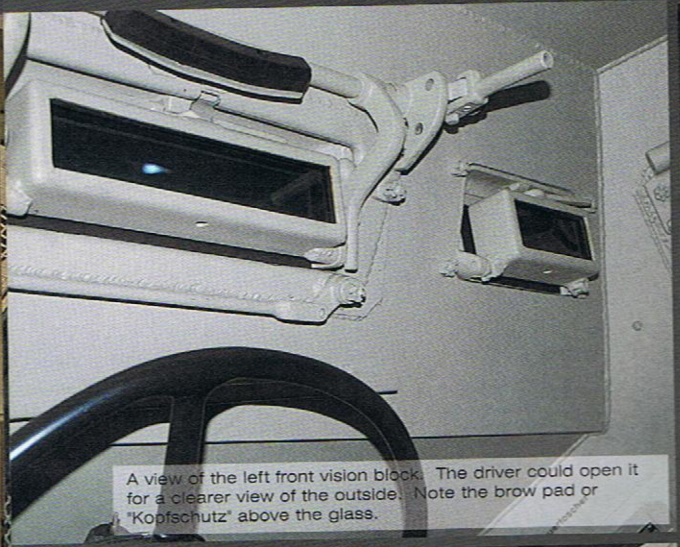

Six "Stielhandgrante 24" and other items are mounted in racks along the left sidewall of the fighting compartment.

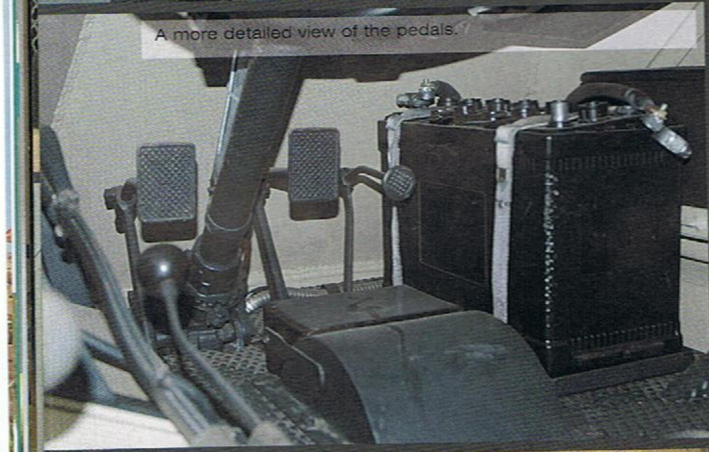

Another view of the driver's position. The plunger below the canteen and data plate is for the central lubrication system. By pushing the plunger the driver can lubricate various parts in the 222 without leaving his seat.

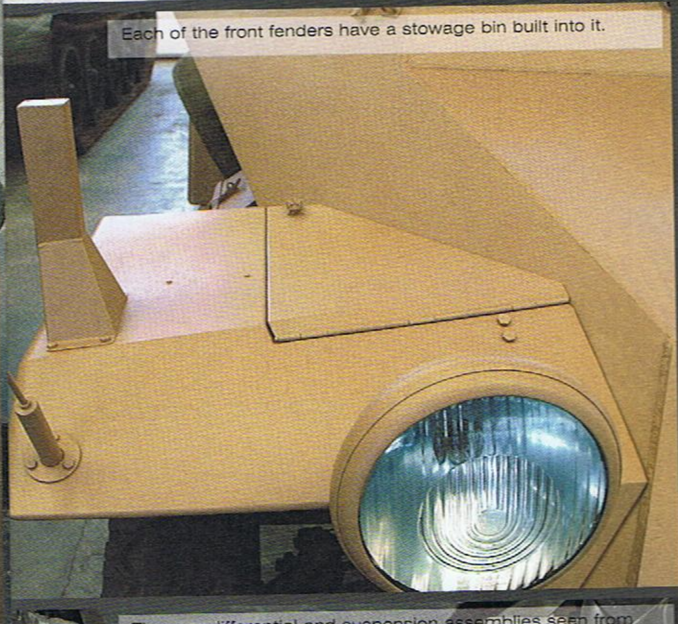

The back wall of the superstructure consisted of a screen through which the engine draws its cooling air. In cold weather, the direction of the engine fan could be reversed so it will blow warm air through the superstructure, thus acting as a heater for the crew.

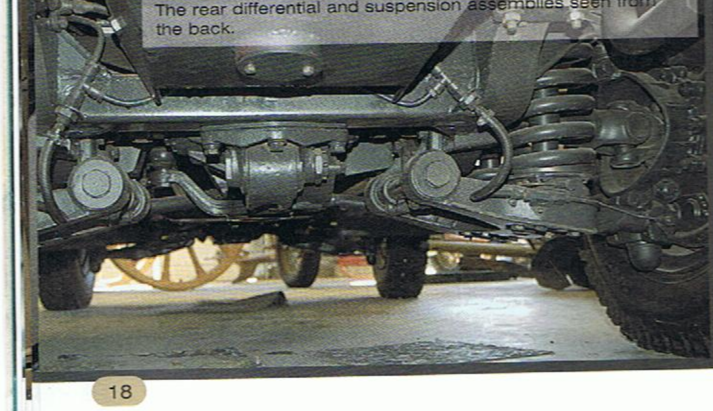

The Driver's seat seen through the open hatch. The frame behind it is for a box holding 2cm ammunition magazines.

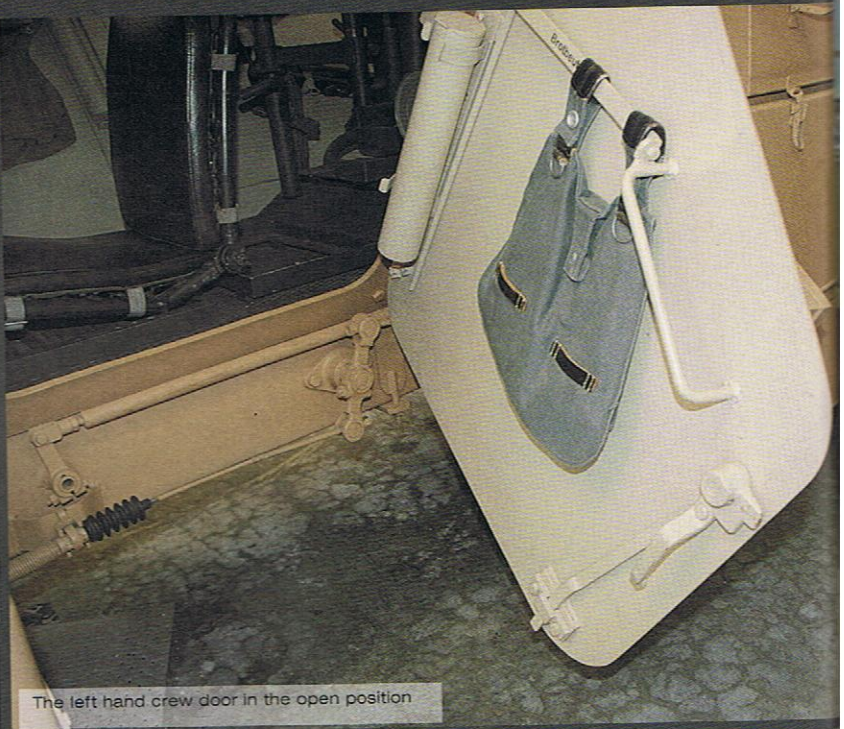
Sd.Kfz. 222

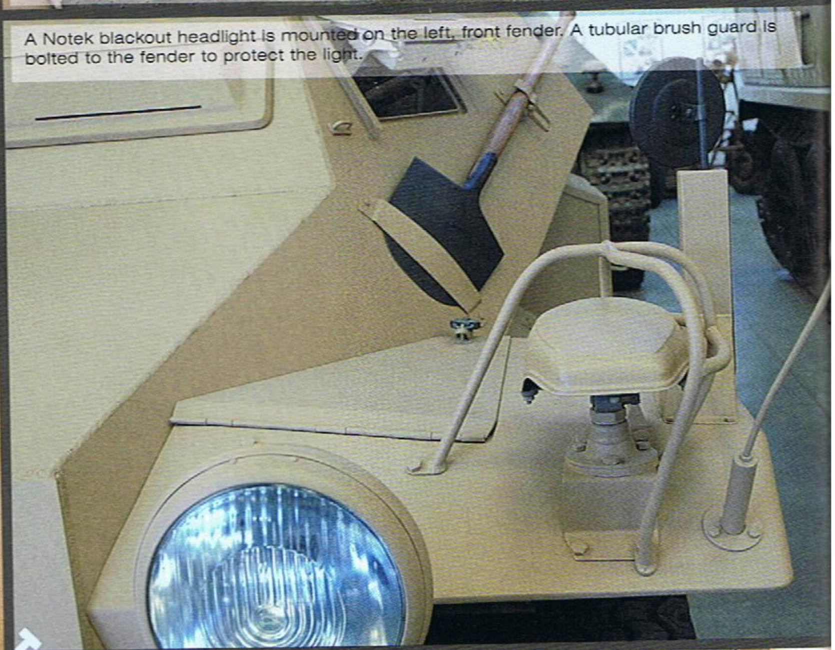

A view of the left front vision block. The driver could open it for a clearer view of the outside. Note the brow pad or "Kopfschutz" above the glass.

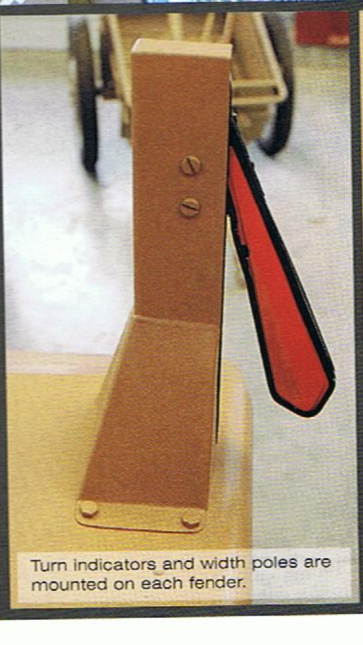

A more detailed view of the pedals.

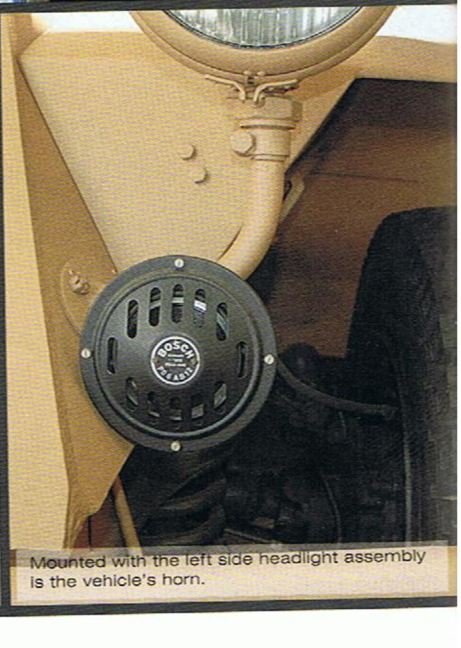

Each of the front fenders have a stowage bin built into it.


The rear differential and suspension assemblies seen from the back.

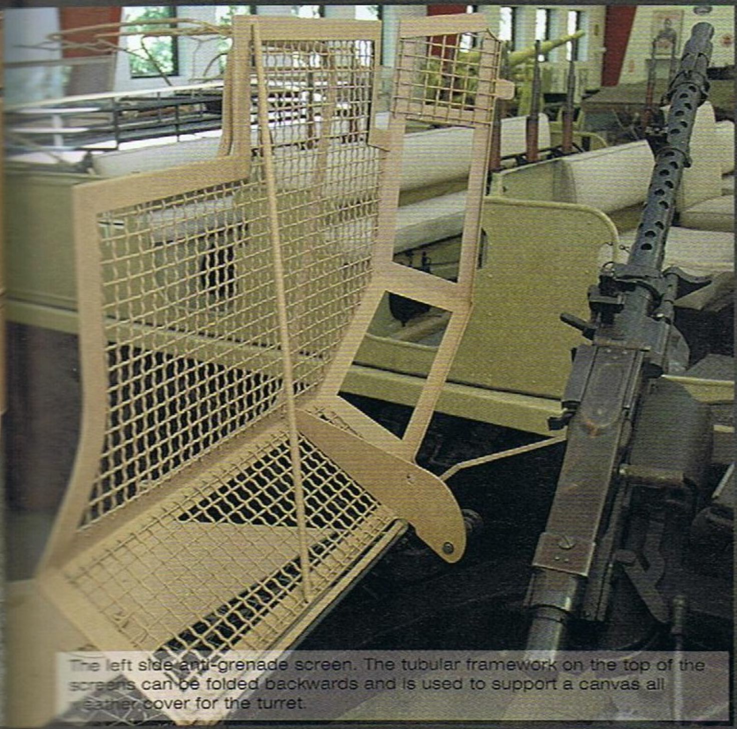

The left hand crew door in the open position


A Notek blackout headlight is mounted on the left, front fender. A tubular brush guard is bolted to the fender to protect the light.

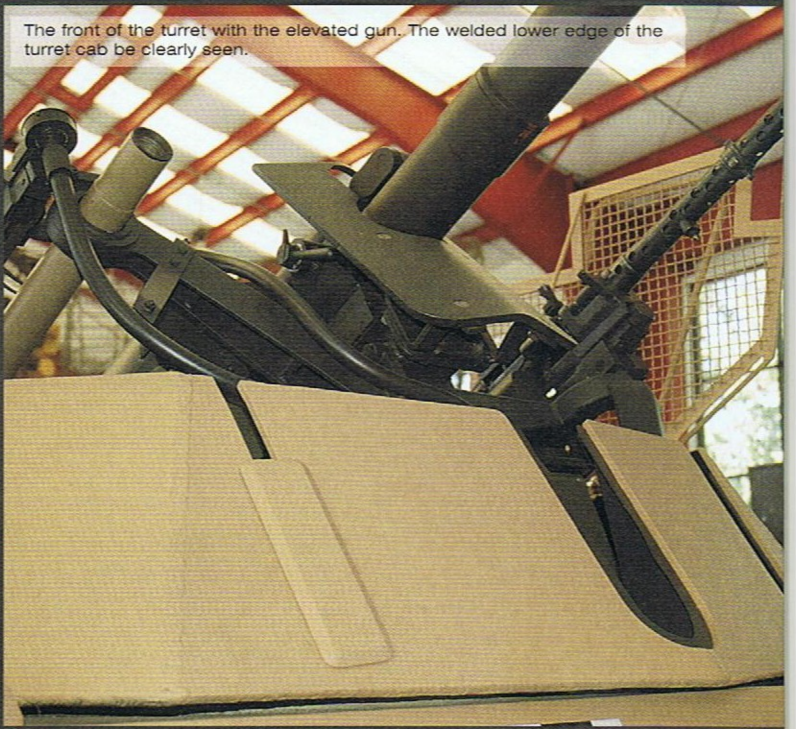

Turn indicators and width poles are mounted on each fender.



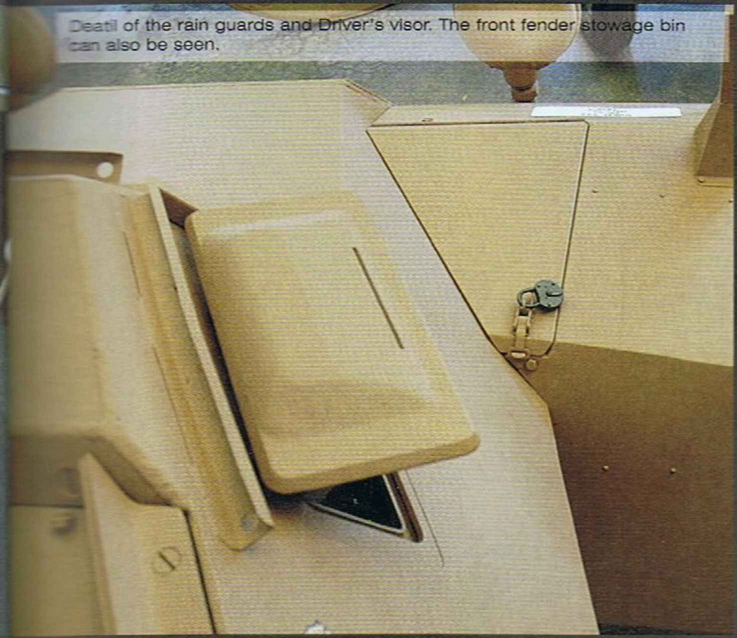
Mounted with the left side headlight assembly is the vehicle's horn.



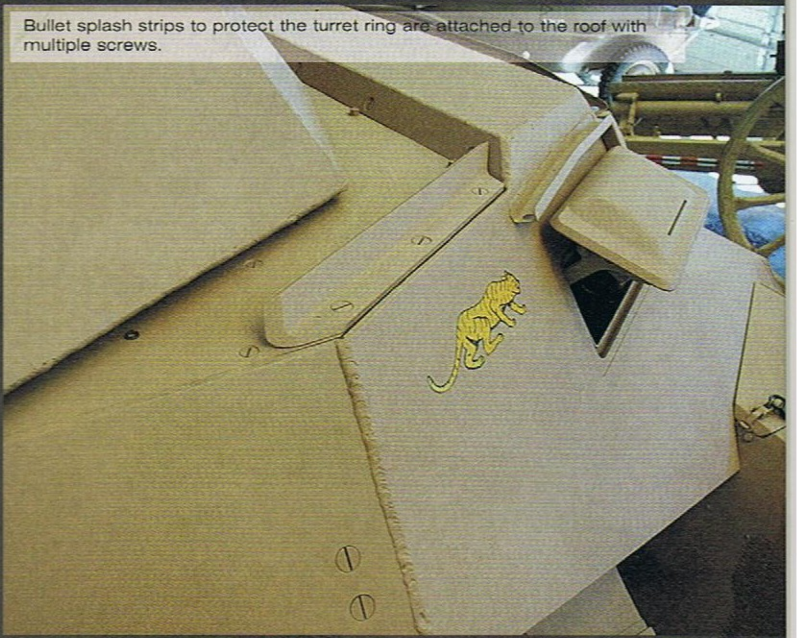
The left side anti-grenade screen. The tubular framework on the top of the screens can be folded backwards and is used to support a canvas all weather cover for the turret.



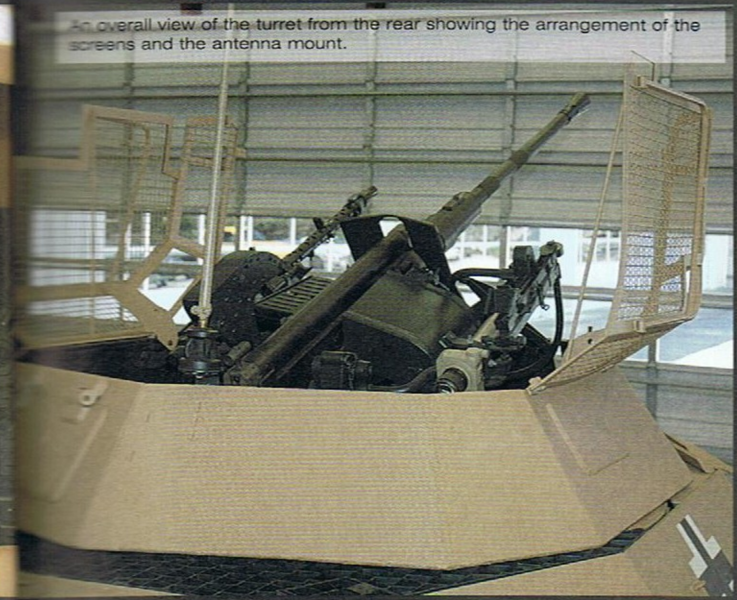
The front of the turret with the elevated gun. The welded lower edge of the turret cab be clearly seen.



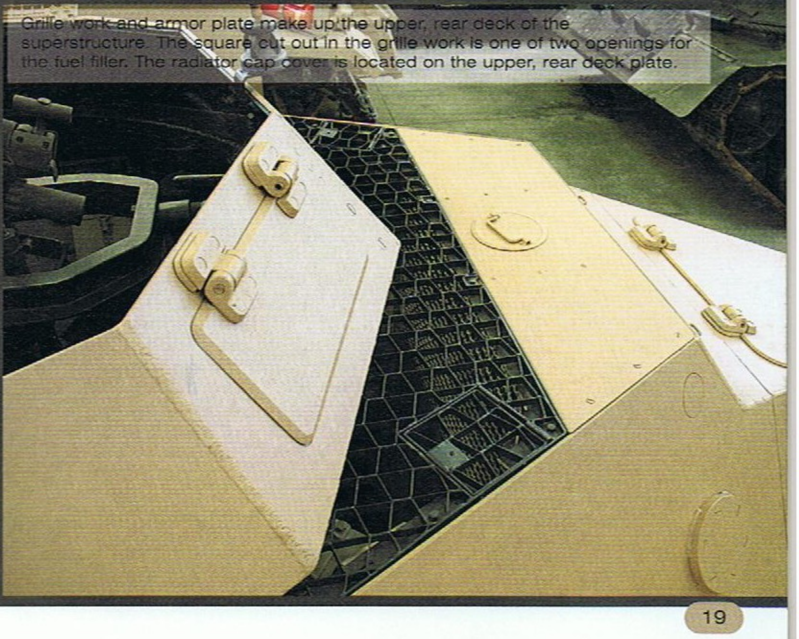
Deatil of the rain guards and Driver's visor. The front fender stowage bin can also be seen.



Bullet splash strips to protect the turret ring are attached to the roof with multiple screws.



An overall view of the turret from the rear showing the arrangement of the screens and the antenna mount.



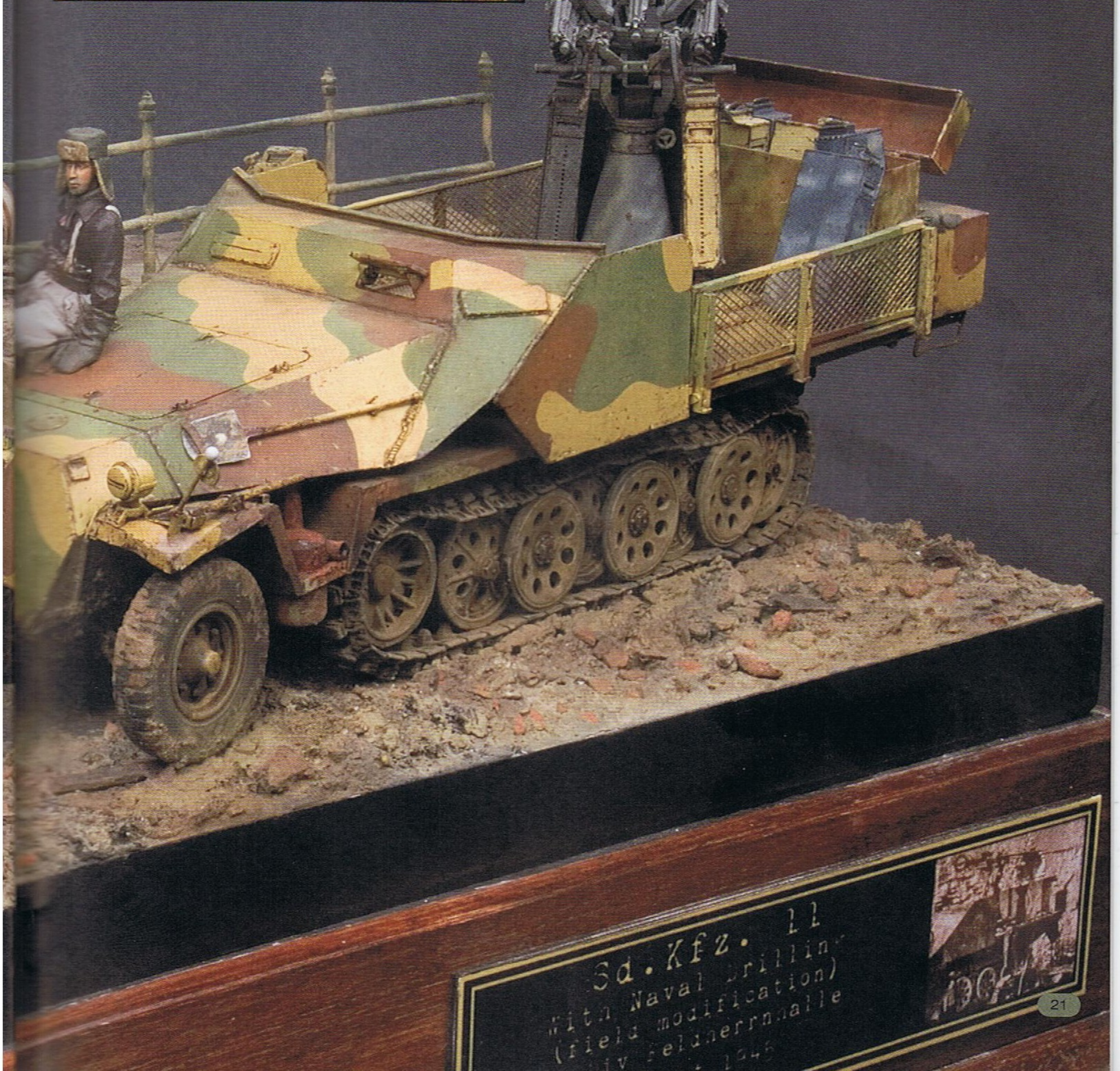
Grille work and armor plate make up the upper, rear deck of the superstructure. The square cut out in the grille work is one of two openings for the fuel filler. The radiator cap cover is located on the upper, rear deck plate.

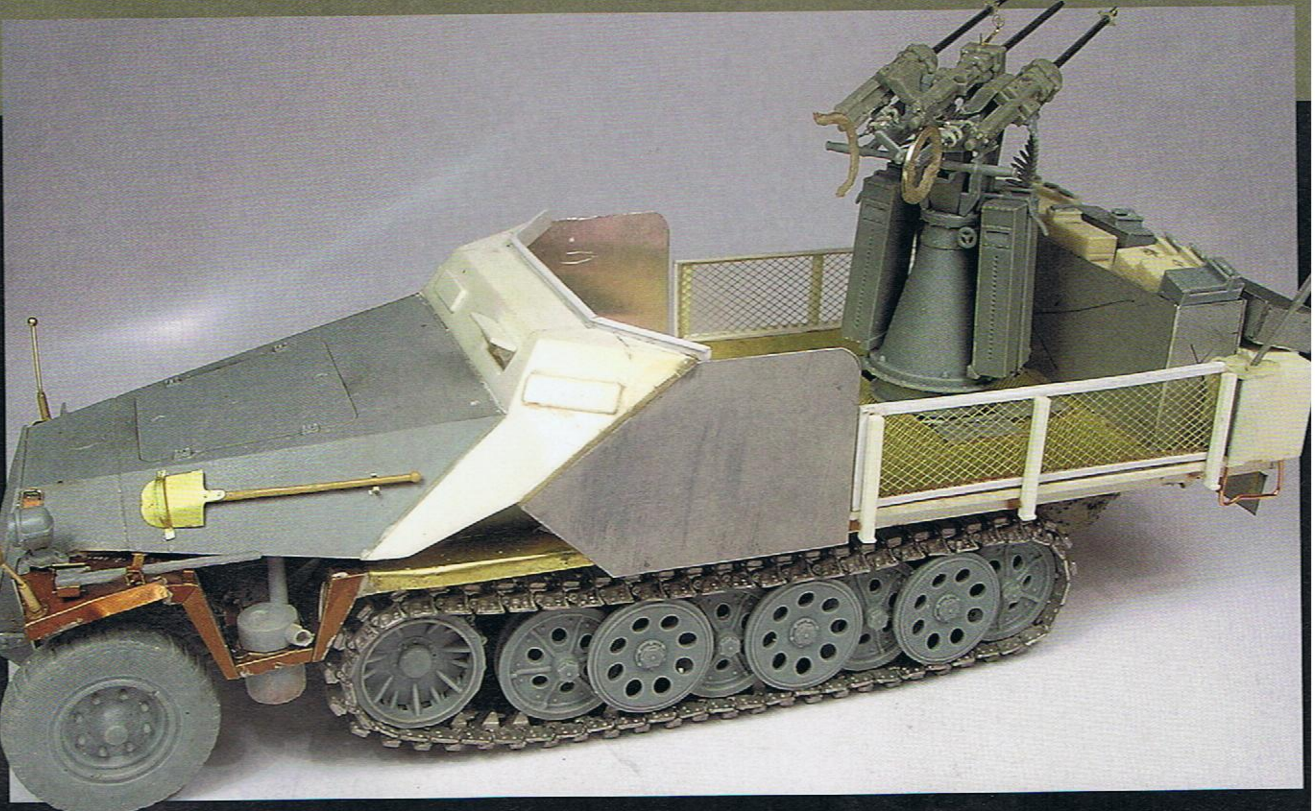
Sd.Kfz.11 with naval type Drilling

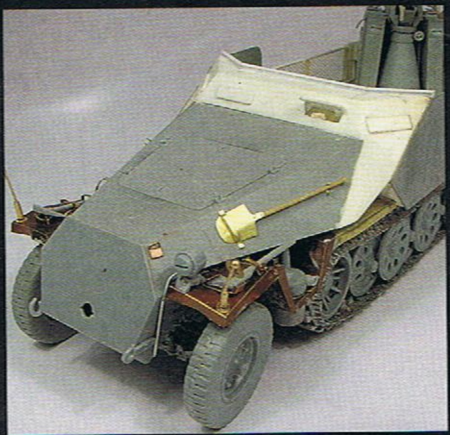
BUDAPEST 45

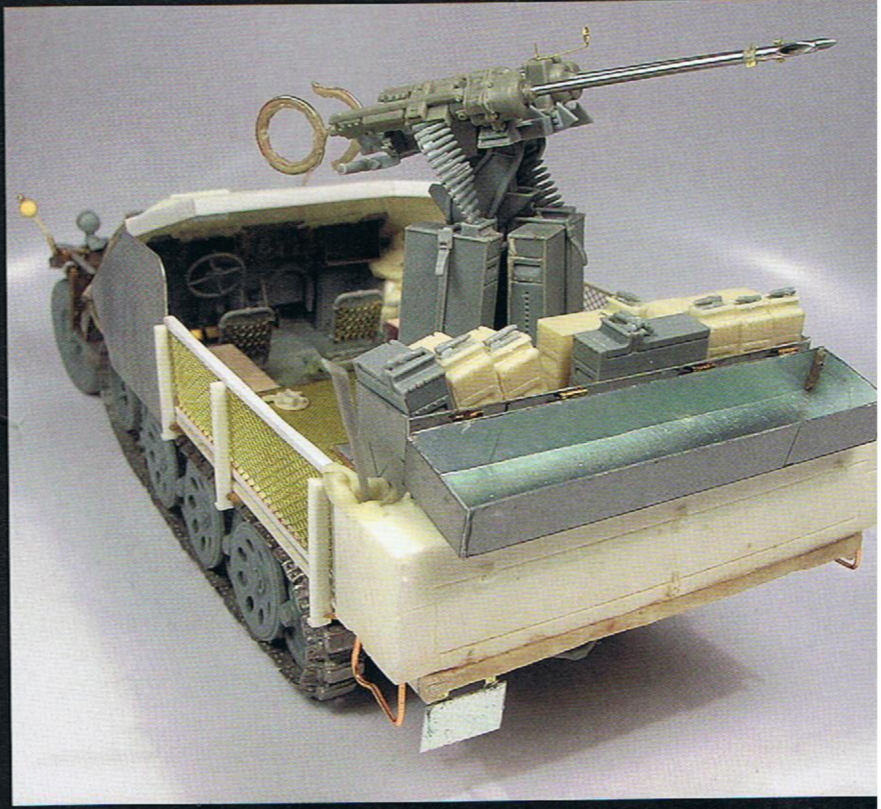
Some years ago I was at the home of a modeler friend of mine. He showed me a photo in a book, which I never seen before. The photo was taken after the siege of Budapest in the Castle of Buda. The picture was very small and poor quality but It showed a field modified Sd. Kfz. 11. It had its main gun replaced with a naval type drilling anti-aircraft mount. My first thought was that I had to build this rarity. The original vehicle was a good subject but with this drilling gun on board I think it's one of a kind. After I figured out the details in the picture, which was a hard job and took many hours and discussions with other modellers, I was ready to start to build the model.

Modelled and described by Aron Vrbovszki


Sd.Kfz. 11
with Naval Drillin
(field modification)
Feldherrnhalle

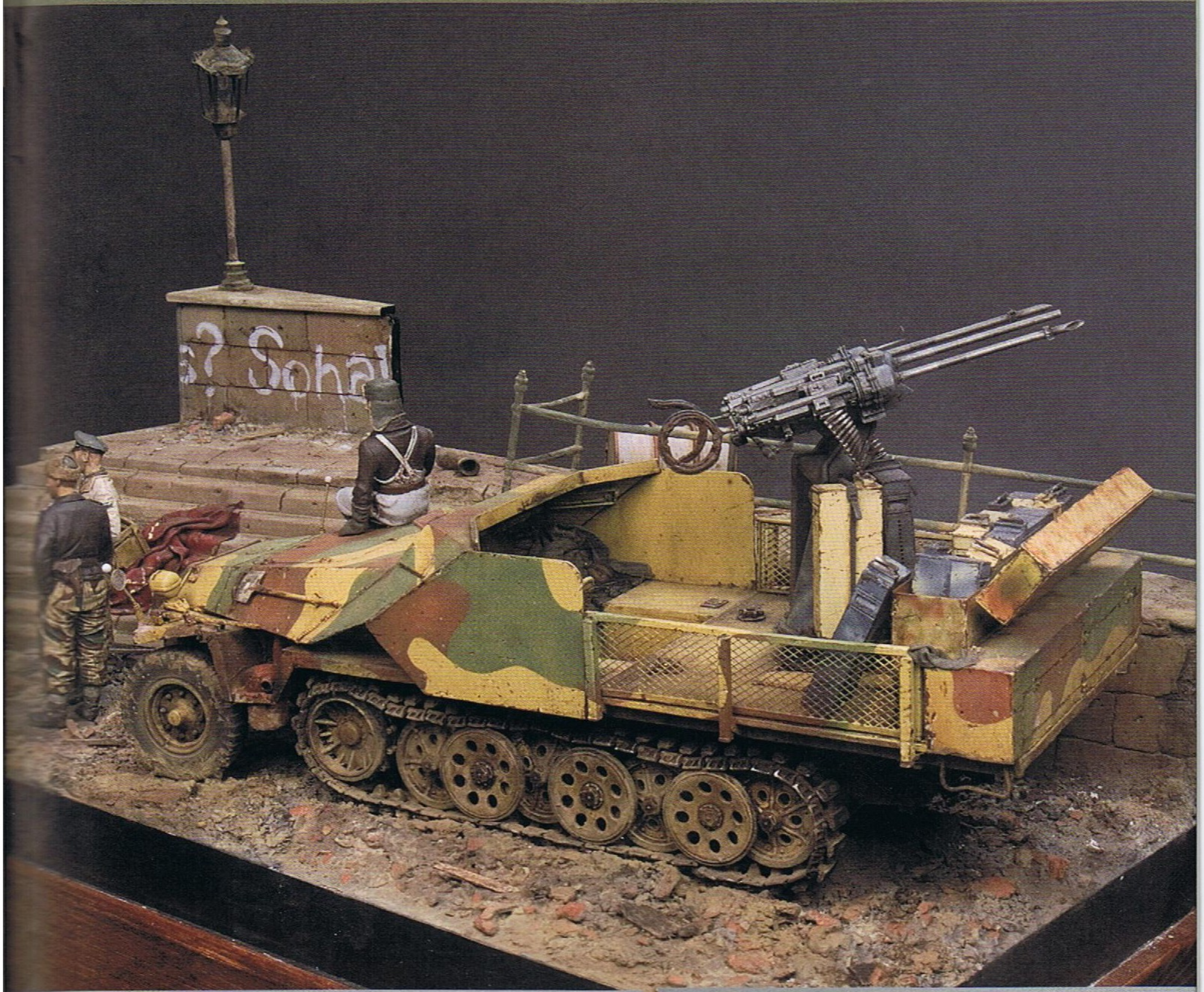






The construction

As the basis for this conversion I used the Dragon Sd. Kfz. 251/21 and for the conversion to the late style '11' I used the Leadwarrior conversion kit and because I wasn't satisfied with the Dragon drilling gun I also bought the version from the Leadwarrior range. I began building with the Sd. Kfz. 251. There were no problems here as it is a very good kit and easy to build, but when I started to build the Leadwarrior's resin kit the problems began. The fitting was quite good, but the measurements were not. It was more than 5 millimeters longer than it should be. I had to cut it down to the correct size and it also lacked some very important details the anti-skid tread plate on the floor of the fighting compartme The photo etched drop side mesh was not the right pattern, a the also the photo etched side armour plates were too thin wit sharp upper corners, where as they should be rounded. So I h buy some Aber grilles, and tread plates to correct these mista After all the corrections were done I started working on the gu and as I got into the project I realized that the Leadwarrior dril gun was also not completely correct. So I combined the best parts from this with those from the Dragon version and from th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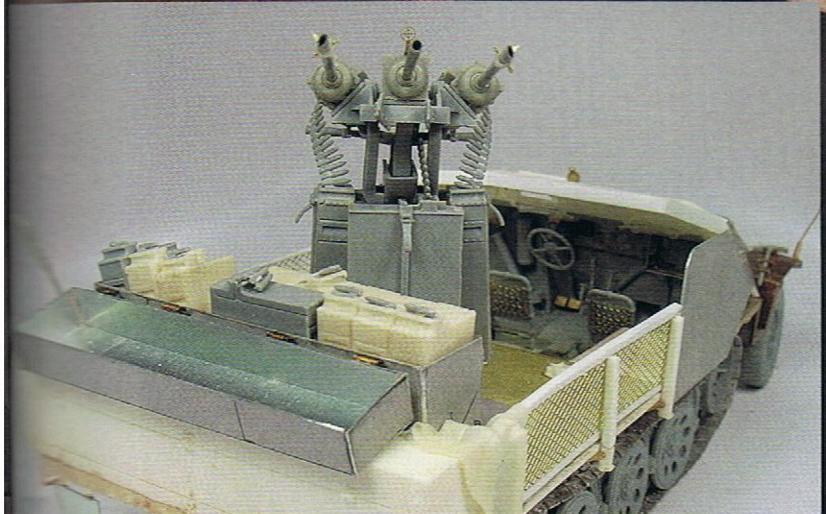

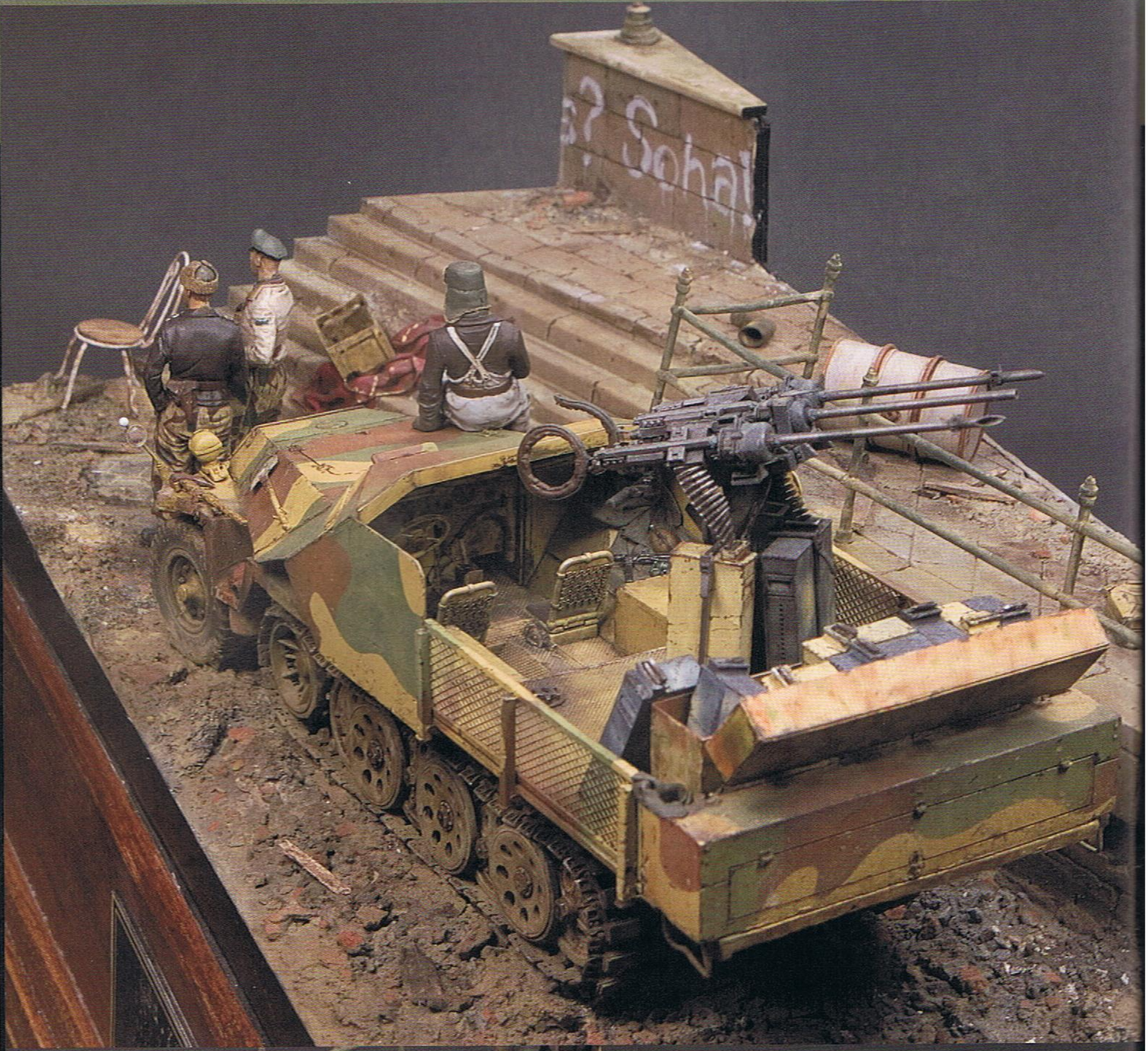
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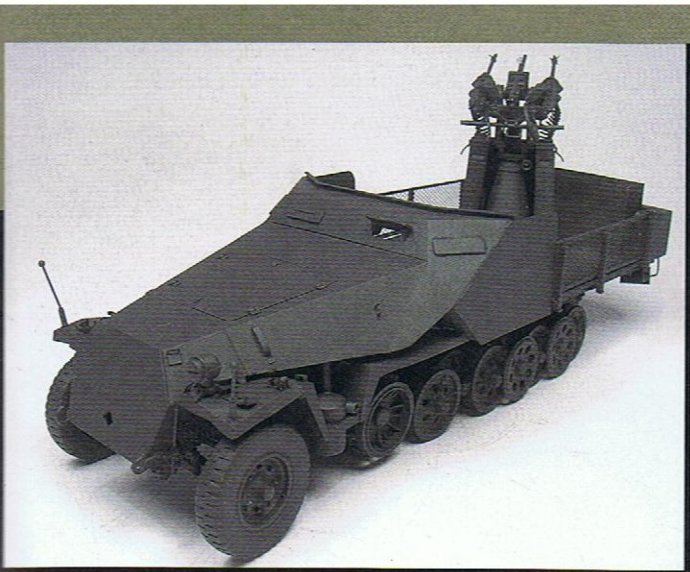
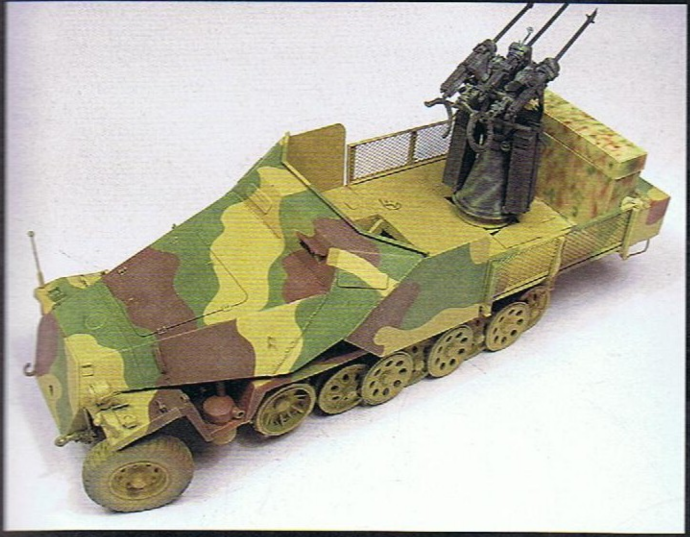
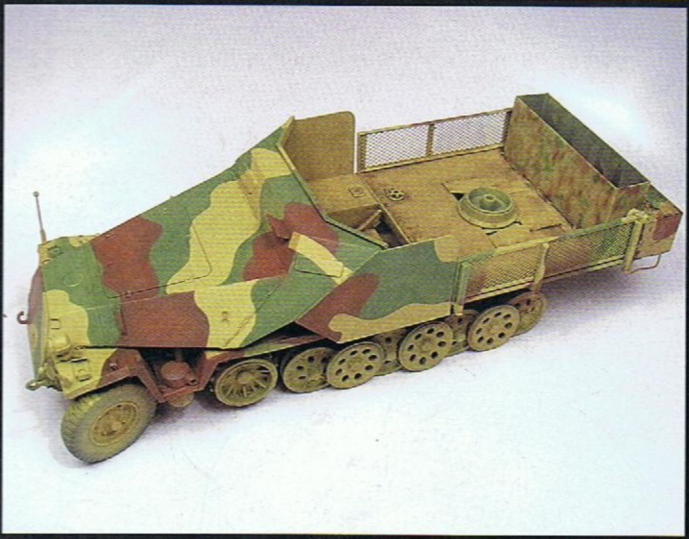


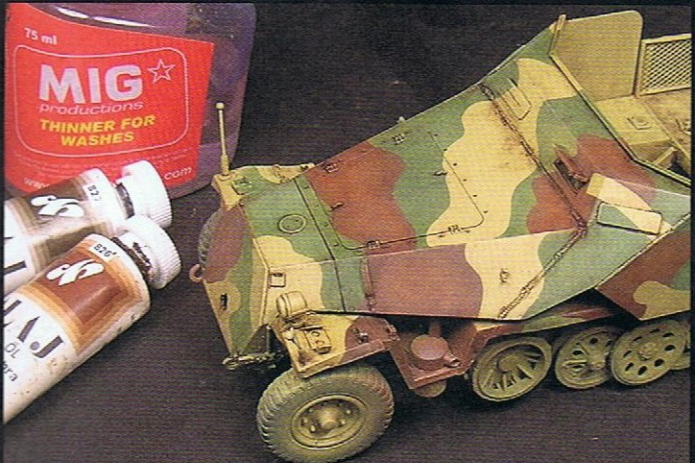


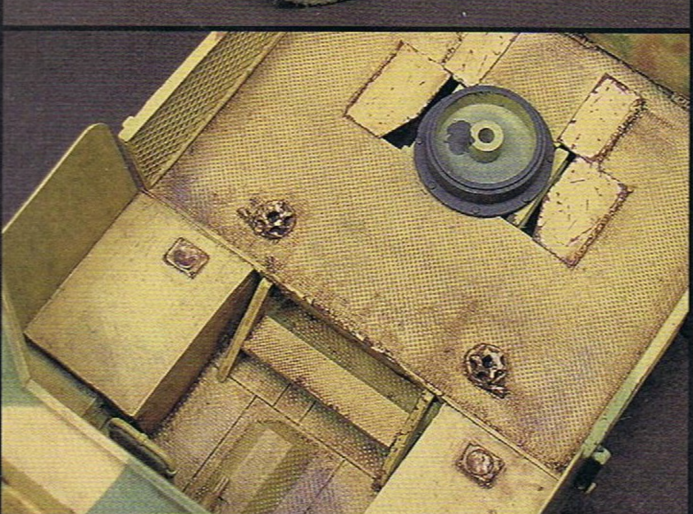


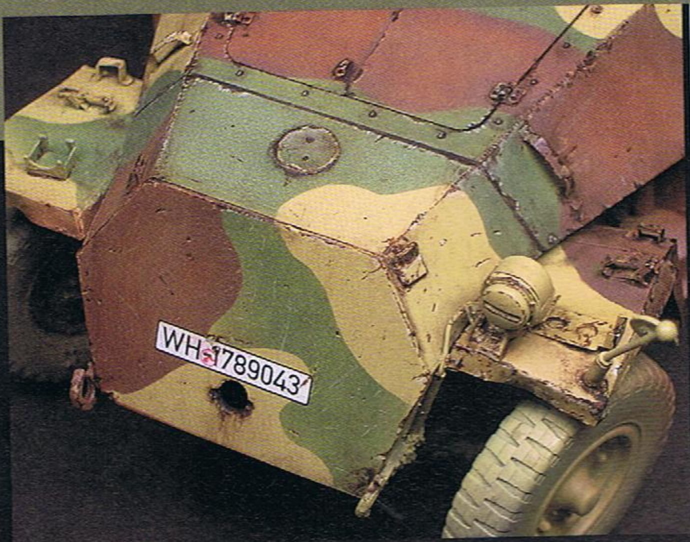
two guns I made one better version. After checking some scale measurements I realized that I could use hypodermic needles for the gun barrels, and my replacement barrels worked extremely well. With the gun completed I moved on to the last part of the vehicle, the field added ammo stowage box on the back. First I thought it would be one of the easiest parts of the assembly, but when I started to build it turned out to be the most difficult part. Not because of the building itself but in figuring out the real look and function of it and as a result I made many variations before the final one, which is I would say the most likely.

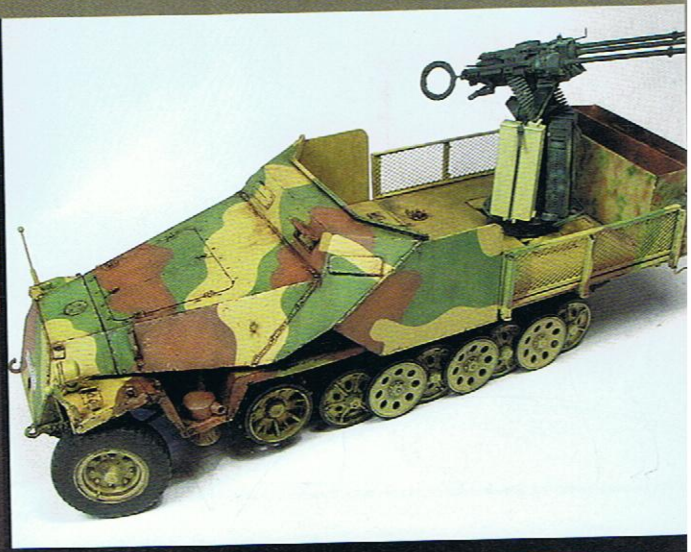
The painting.

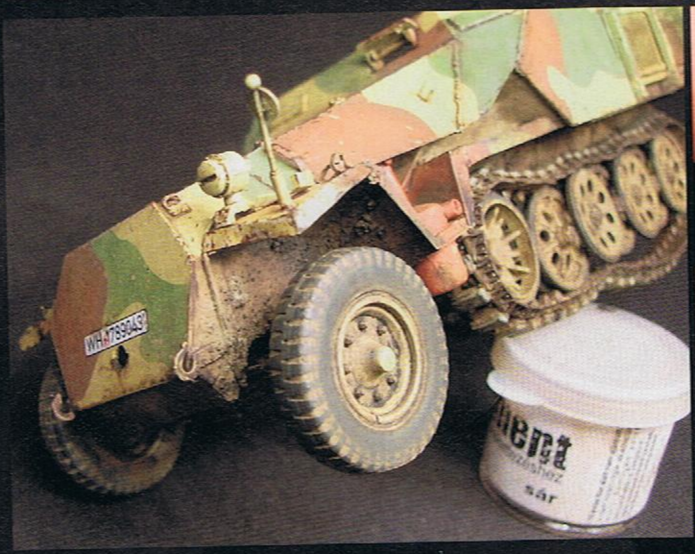
If you start to study a picture after a time more and more details can appear. That was also the case with the camouflage for this vehicle. At first look I saw that the vehicle had a three tone hard edged camo. After some study I realised that the stowage box in the back had a small patterned soft edge camo and finally I came to the conclusion that the drilling gun has a much darker colour than any other part of the vehicle. My theory was, that the vehicle had a hard edge camouflage, the gun came from the Navy so it was grey, and the field applied ammo stowage box was painted in a rush and when the crew painted the box they also painted some dark yellow stripes over the dark grey gun. The hard edge camouflage was masked out using some paper masking tape. After removing the tape I started to tone down the colours, first with an airbrush, then using some artist oils, different tones over each base colour. It is a kind of drybrushing technique. After the fading was done I let it dry for a day

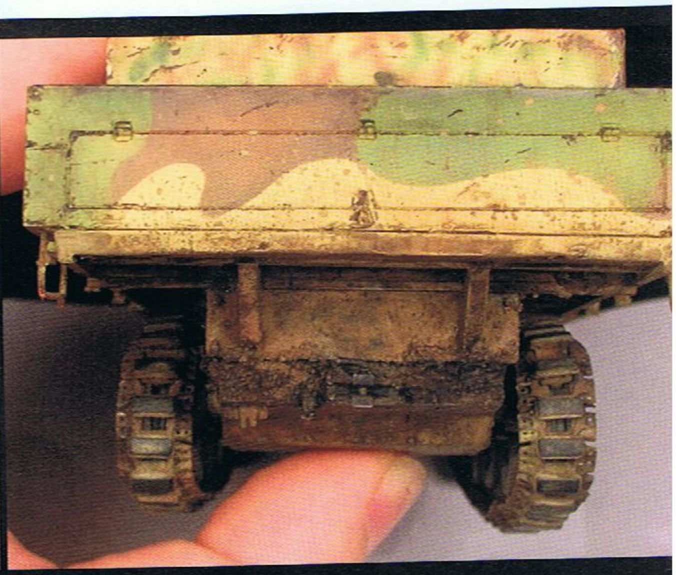












because the artists oil dries slower than modelling colours. When it had dried I applied a dark wash to the whole vehicle by using mainly diluted Van Dyck Brown artist oil. For this phase be sure not to use some aggressive thinners, because it can damage the work done at the previous fading stage or even the base colour. For me the MIG Production thinner or White Spirit was perfect. After the wash was dry I painted the chipped paint using a very fine brush. The dirt on the suspension was created using pigments and oils. The first times I used them I did not like pigments very much because they can be easily removed, and when I tried a pigment fixer the tones where changed, and the smooth effect disappeared. So I tried something different. First I diluted some Tamiya Earth and Buff acrylics in tap water. To this diluted paint I mixed the desired pigments, and in this case I have used MIG Productions Dark mud, Light Dust and two mud colours from a Hungarian Wargammer company. In this way the paint in the water will give a stronger cohesion to the pigments.

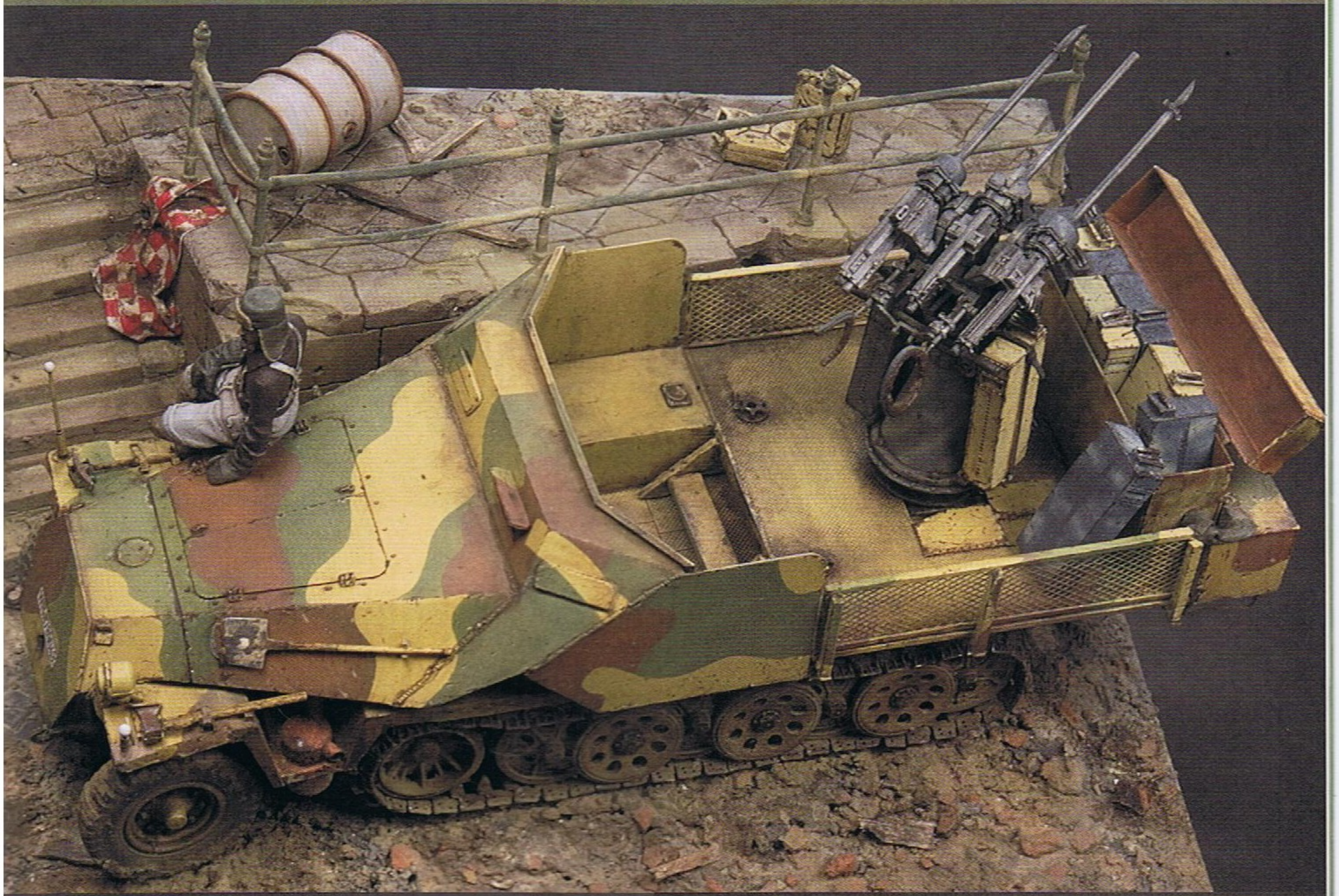
After the pigments had dried on the lower hull and other areas I gave them a dark wash on top of the dirt using artist oils, and then finally I gently drybrushed the whole area of mud with black artists oils. This really helps to bring out the texture of the muddy areas but it must be done very cautiously because we don't want to spoil the colours of the pigments.

The base

I wanted to create a small scene around this unique war machine. The place and date was given - Budapest 1945. The original photo was taken in the Castel of Buda, but on the picture the vehicle was already abandoned by its crew. I wanted to show it still in service and I finally decided from many ideas to position it close to the banks of the Danube. The main structures of the walls and steps was sculpted from plaster. For the railings I used a Verlinden kit, and the street lamp is from Plus Model with some scratchbuilt details. The whole scene was painted using the same coloured pigments and oils mentioned above.

I added three crewmembers to the scene The commander and another officer are staring at something in the distance, whils the gunner is sitting on the vehicle with less interest.

I must say this is perhaps my favourite model from my collection. The field conversion made this unique vehicle one its kind, and as a model it is colourful an interesting. It is also interesting to consid what a luck it is that any evidence still exists of this machine. Originally the phot was taken form the yard of the Castle to show the war damage to the building, an in the foreground by chance there were still some German wrecks, but it has bee enough to enable me to realise this mod



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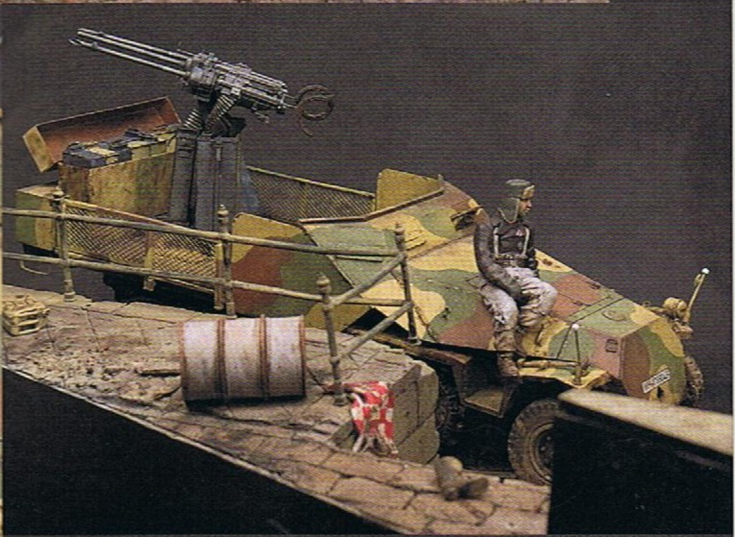

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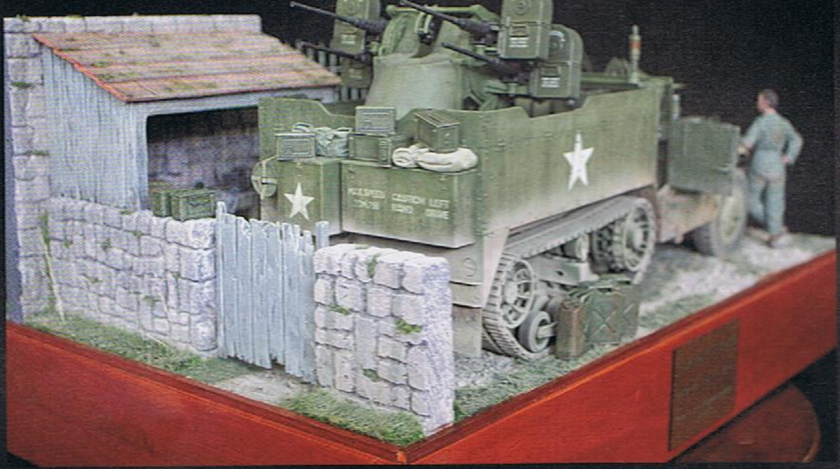
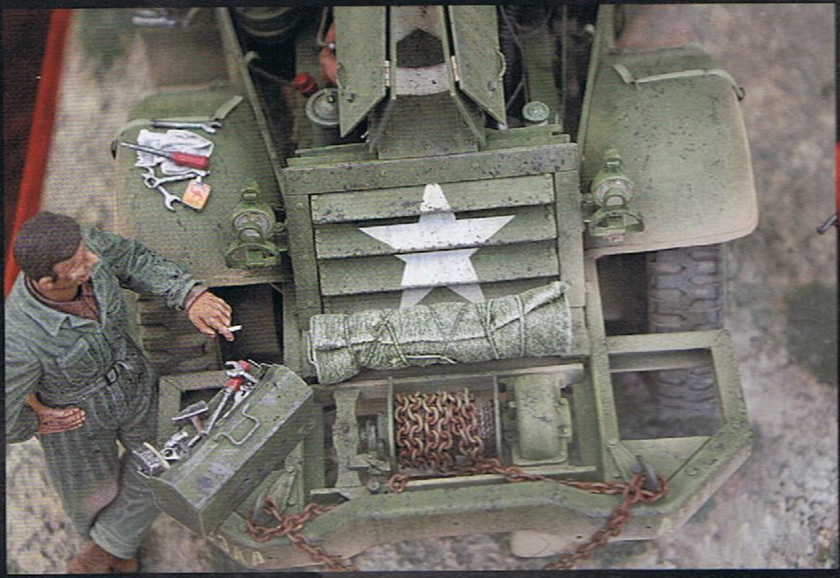
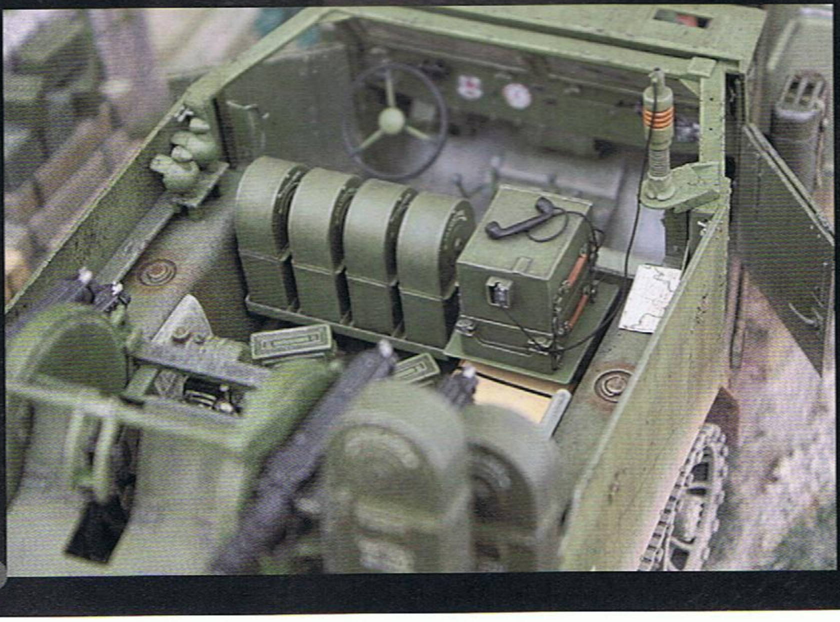
GENERAL OVERHAUL

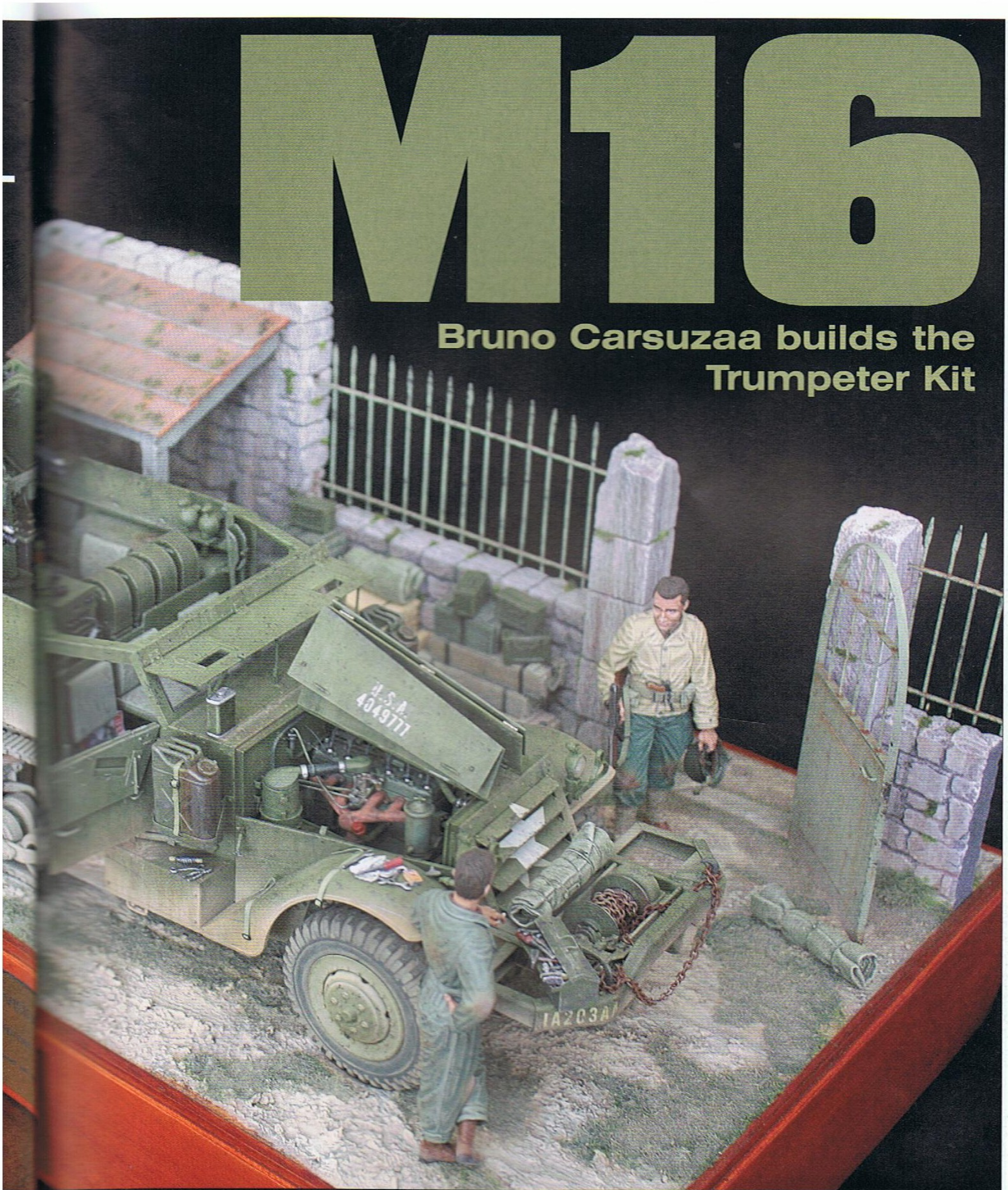






M16

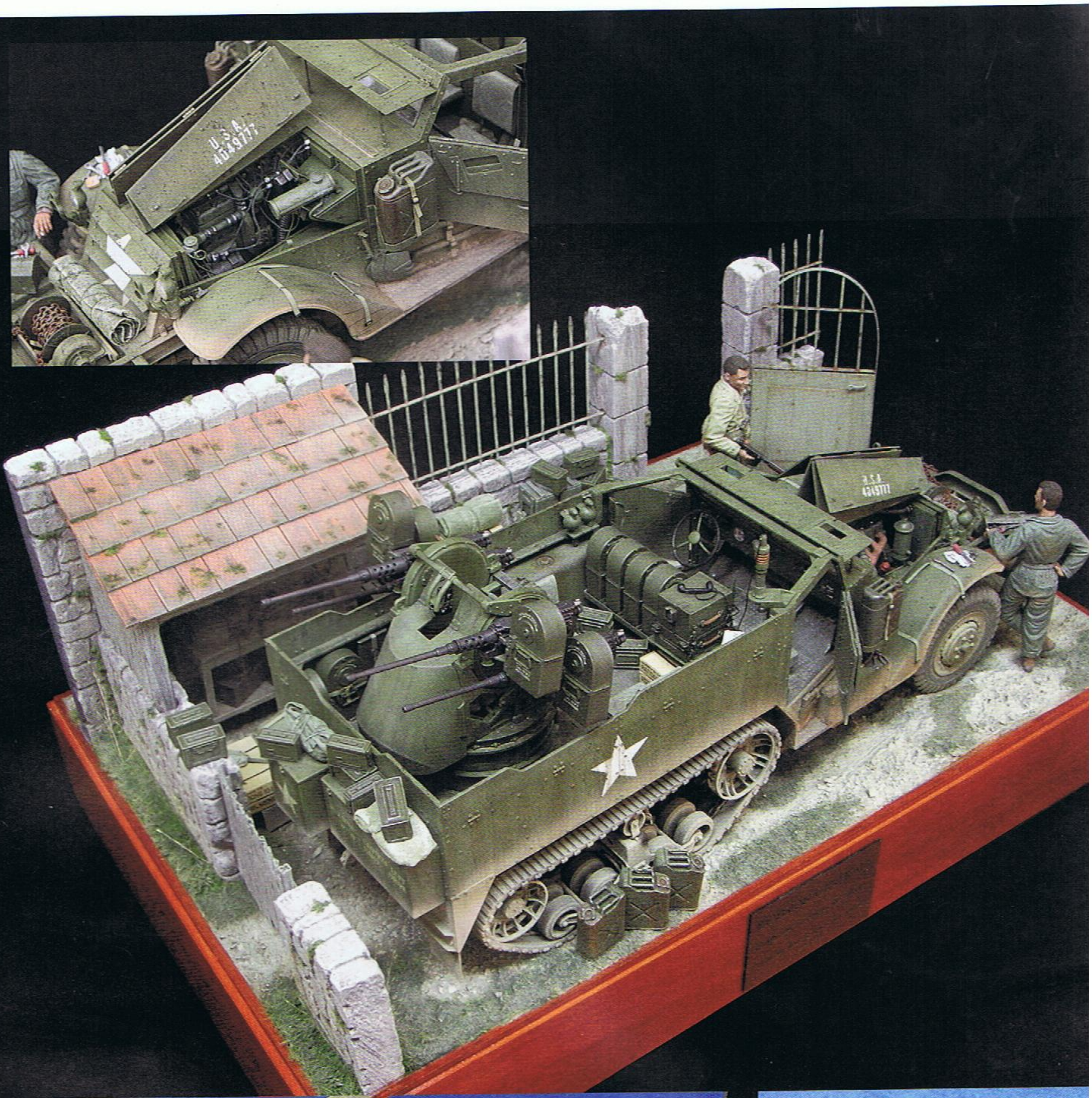
Bruno Carsuzaa builds the Trumpeter Kit

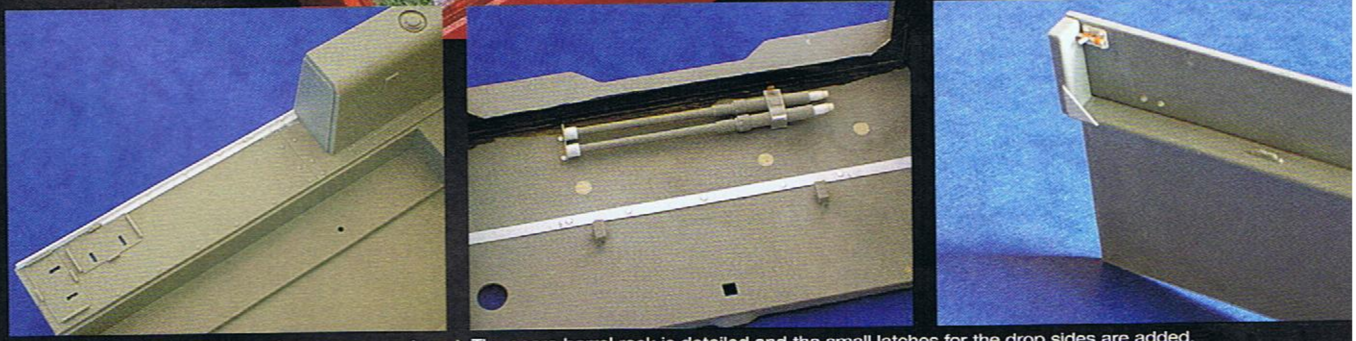


The action in my diorama takes place in France on September 2, 1944, near Verdun, where the 7th Armoured Division took advantage of a short rest to replenish their supplies and repair their equipment. An M16 is undergoing maintenance on its engine and I chose the recently released 1:16th Trumpeter kit to depict this.

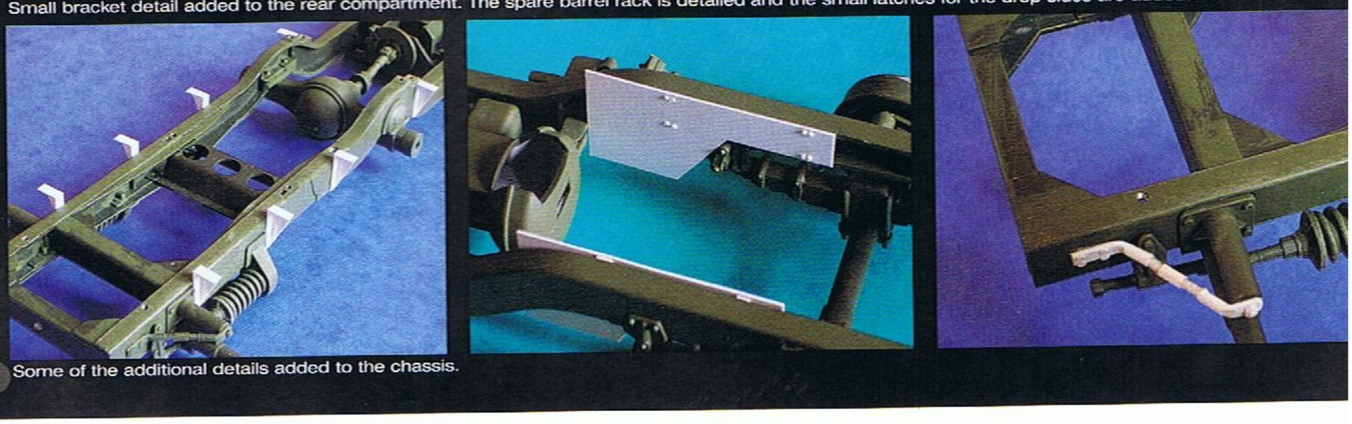
Assembly

Despite some oversights, the Trumpeter kit is an excellent model. In order to represent the maintenance of the vehicle, I decided to really focus on details as precisely as possible and additional work will be needed inside the open engine bay.

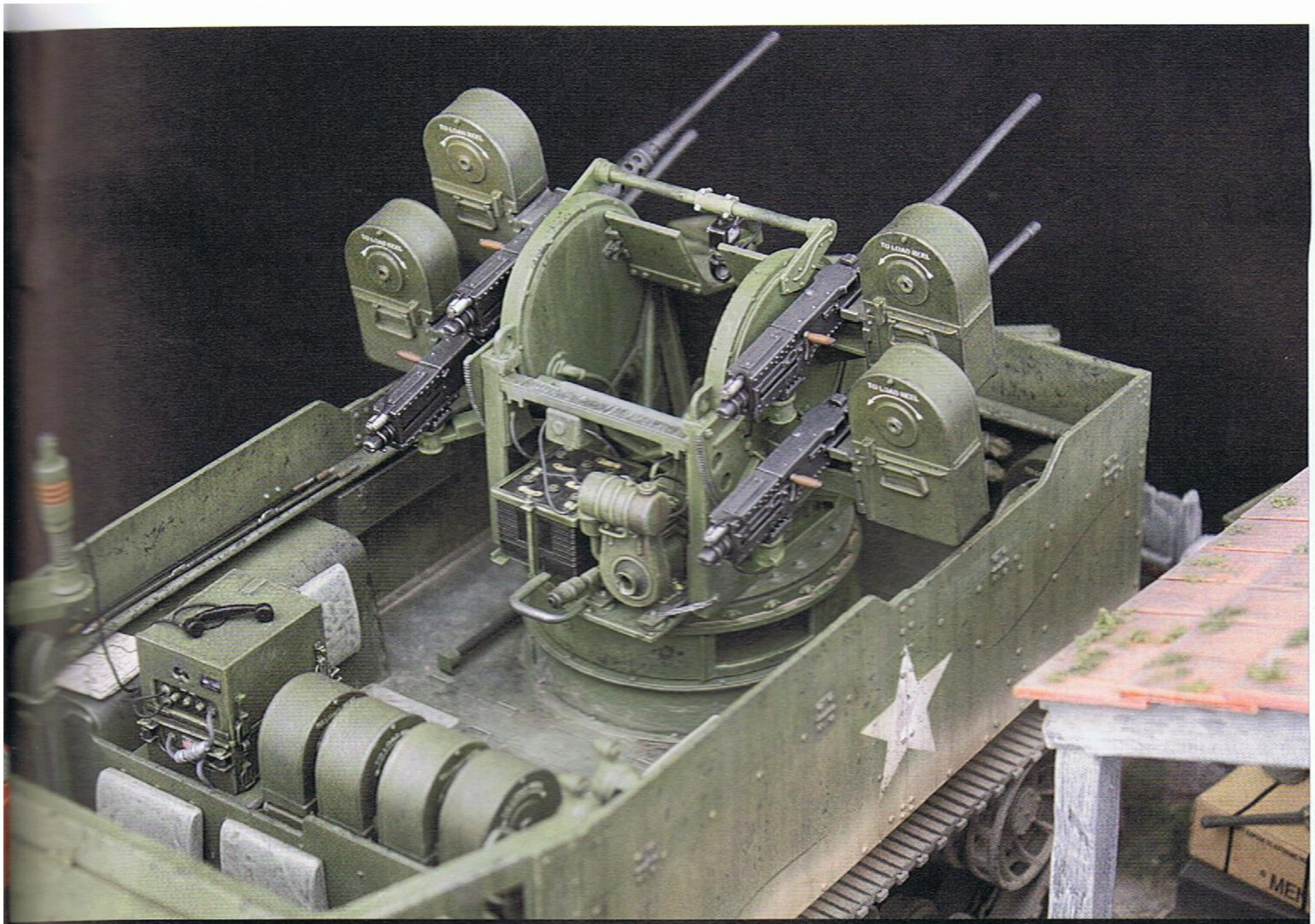




Small bracket detail added to the rear compartment. The spare barrel rack is detailed and the small latches for the drop sides are added.



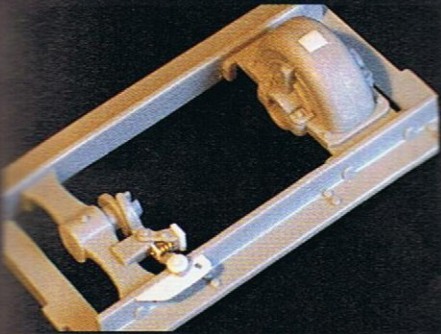
Some of the additional details added to the chassis.



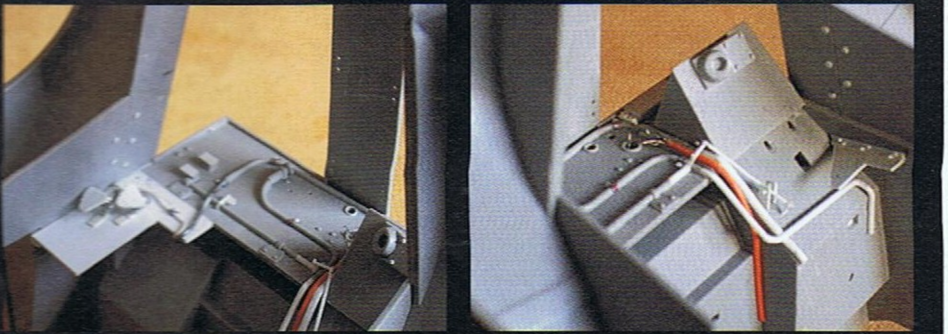
I was able to source the original 1944 technical maintenance manuals now available on CD-ROM as well as those for the Maxmount M45 and M3 Half-track, which helped me to add and manufacture all the missing details. I will not go into detail about every modification or improvement but here is a list of the key areas that required work during my build:

- Constructing the steering system and shock absorbers (which are missing)
- The motors for the windscreen wipers and their wiring needs to be added.
- Some of the tubular structure of the turret is missing and has to be added.
- The electrical firing system for the 4 machine guns must be added.
- Modifications are needed for the battery and generator to obtain a correct version and wiring added.
- Focusing on a vehicle used in 1944, I decided to make a new sighting system and to replace the gun sight provided in the kit.

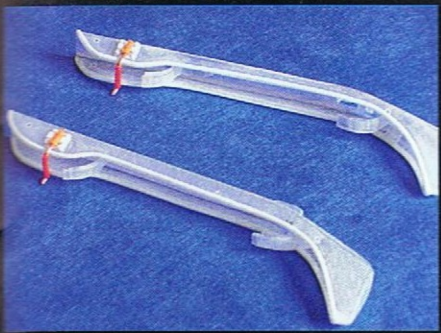
The instructions are clear enough, and the assembly was rather simple, providing I test fitted everything first. The main difficulty of



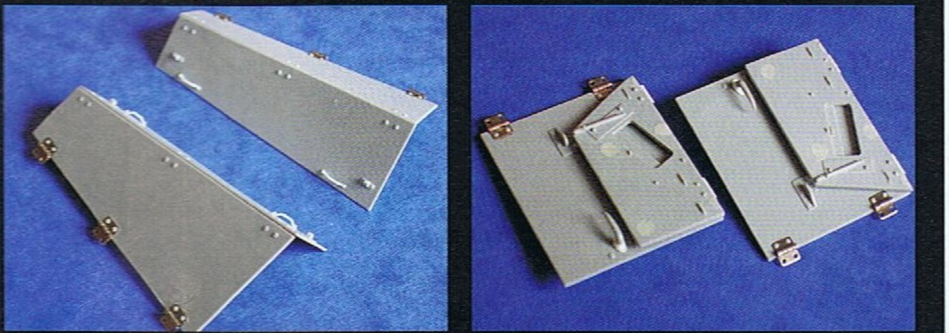
Small details added to the winch mount.



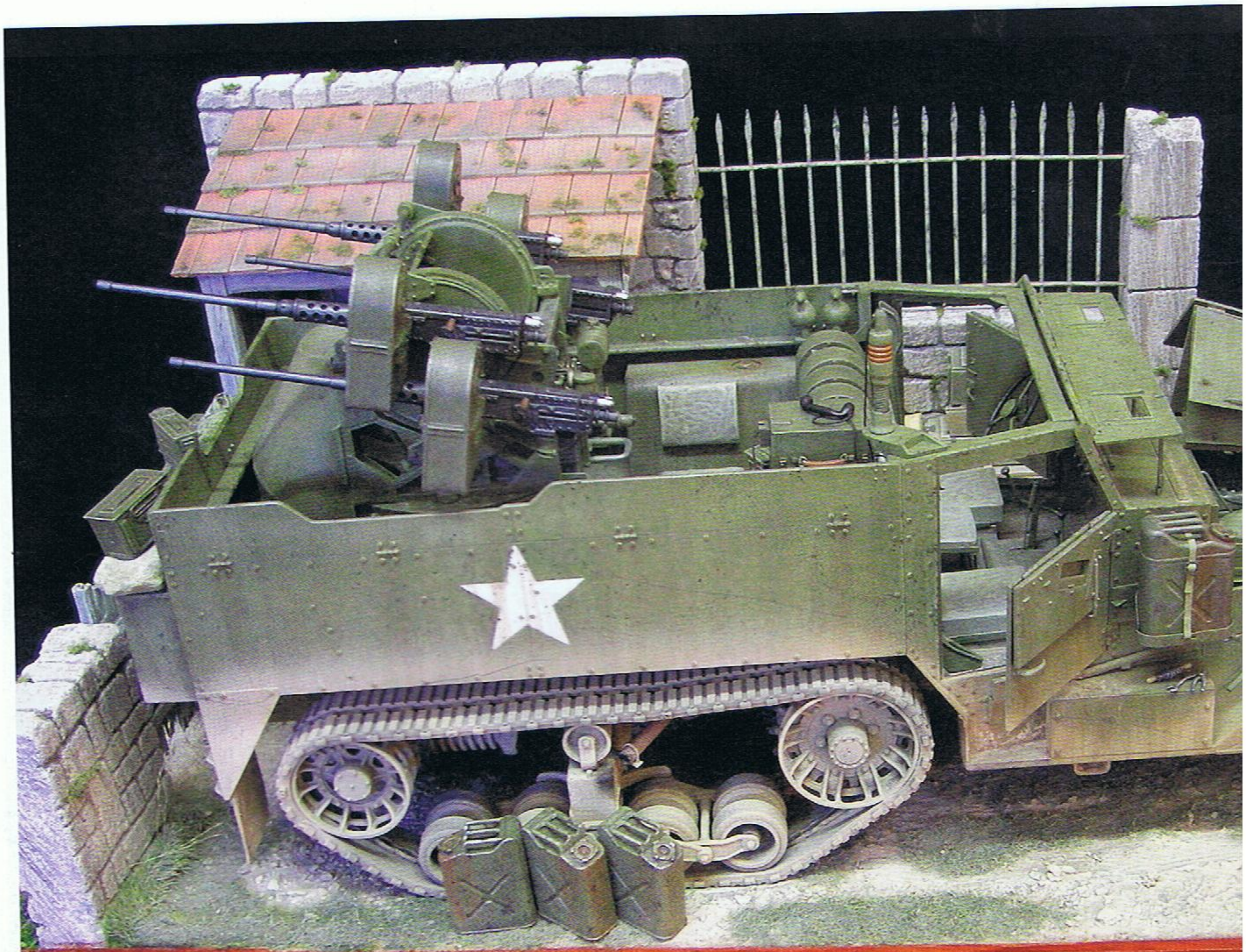
Two views of the wiring detail added inside the engine bay on the firewall



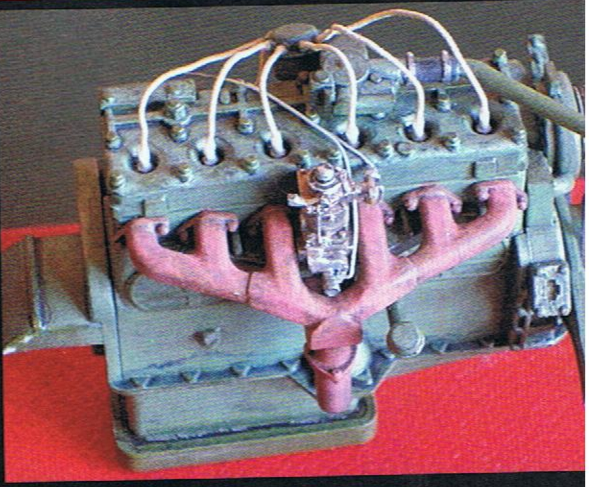
The two reworked rifle racks.



The bonnet and crew doors with their new hinge and handle details.

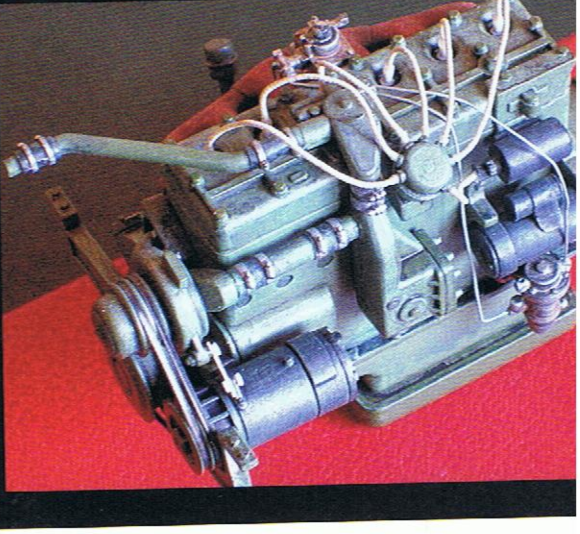


the kit was in fitting together the tracks. The superb and functional running gear actually proved rather fragile when trying to fit the rather rigid tracks. Rather than risk damaging the running gear I took the risk of cutting the tracks into two parts, making an upper and a lower section. They were then positioned and shaped around the bogies and glued into position around the sprocket and idler wheels. Many small details were added during the assembly procedure, like working hinges for the doors and bonnet, small latches to hold the fold down armour. I was especially pleased with the details for both the rifle racks and the radio equipment. The engine also had additional detail added with a complete set of wiring and other small pipe detail and the radiator was also improved with a more accurate textured finish.



Painting the M16

The vehicle was airbrushed with a mix of Tamiya XF62 and XF4 as a base olive drab and the stars were all painted using a stencil. The chipping, scratches and ageing effects were achieved thanks to several washes and some drybrushing with a some different lighter tones of the base colours. Finally a light dusting of diluted Tamiya Buff XF57 was applied under the vehicle and along its sides and this was supplemented with pastel powders. The machine guns were then painted with Humbrol matt black and then very slightly brushed with diluted Humbrol gun metal until the desired polished look is achieved.



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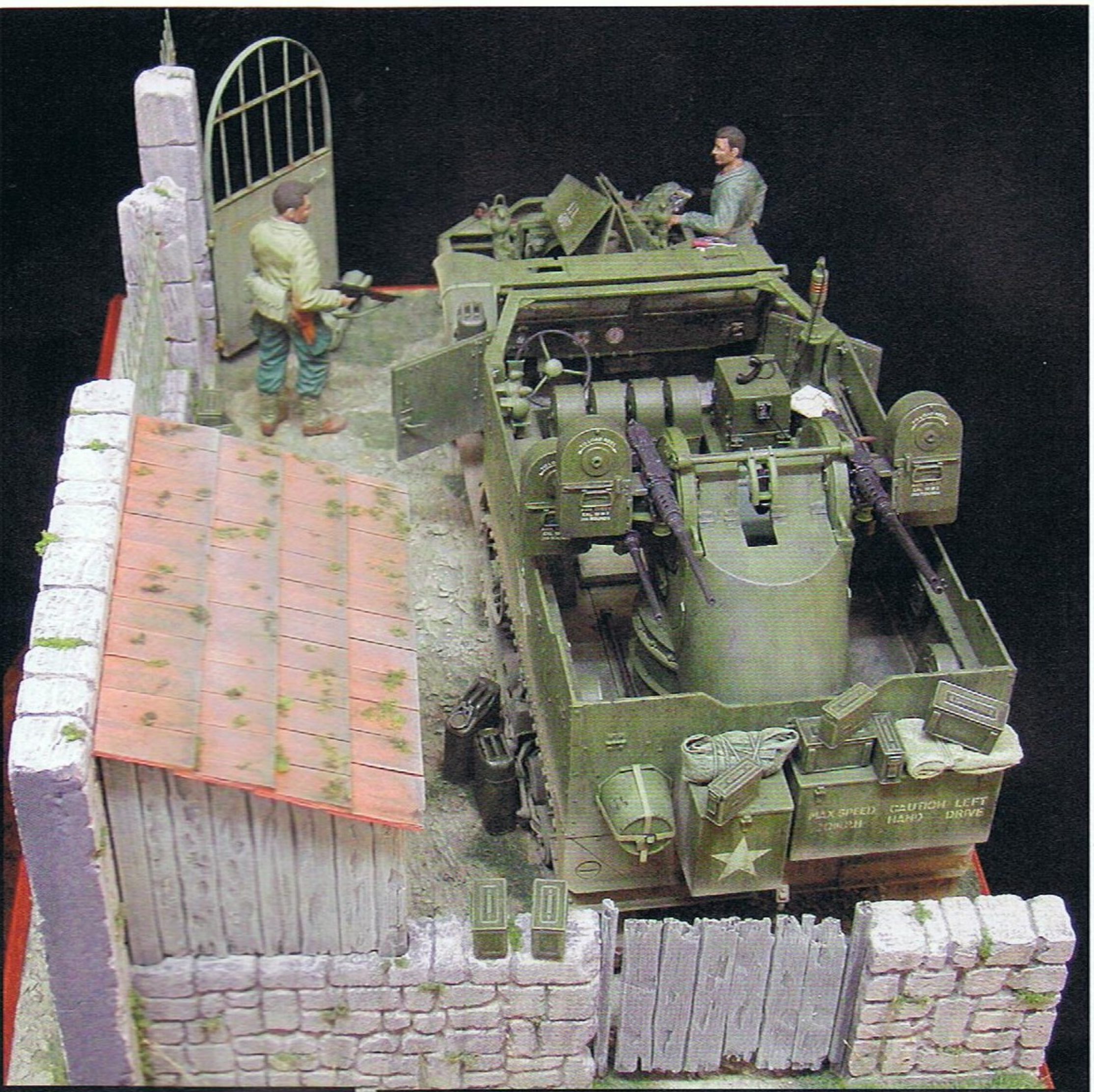
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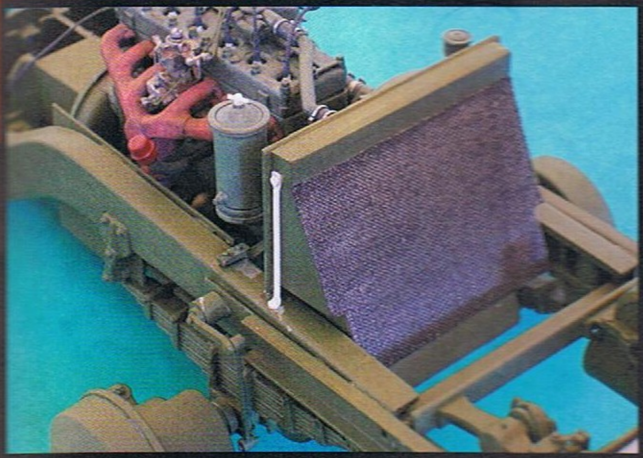

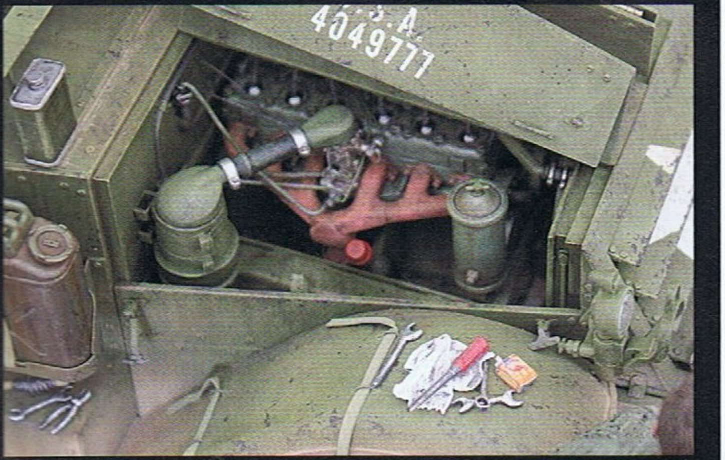
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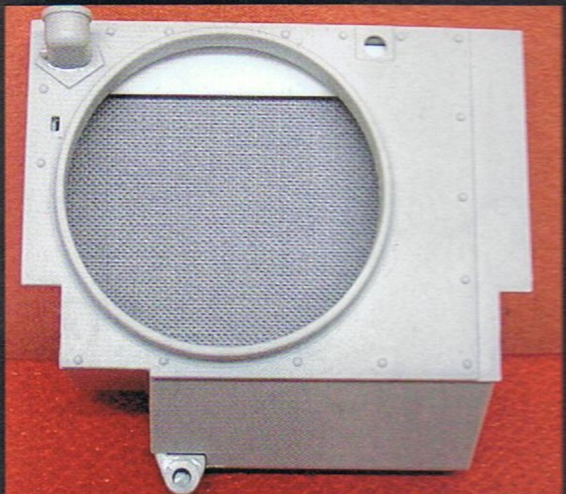
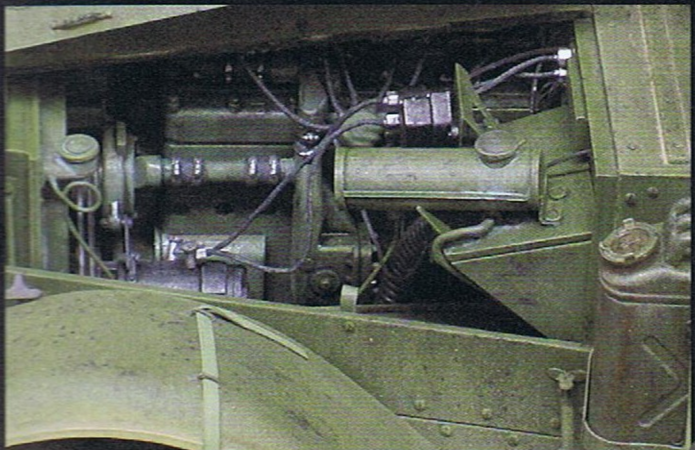
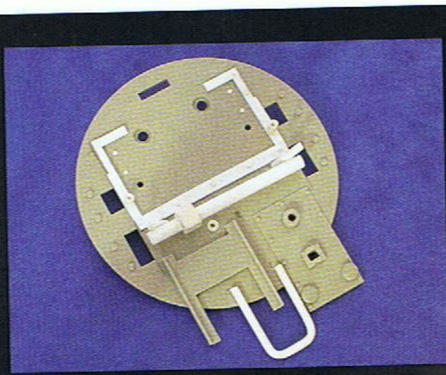
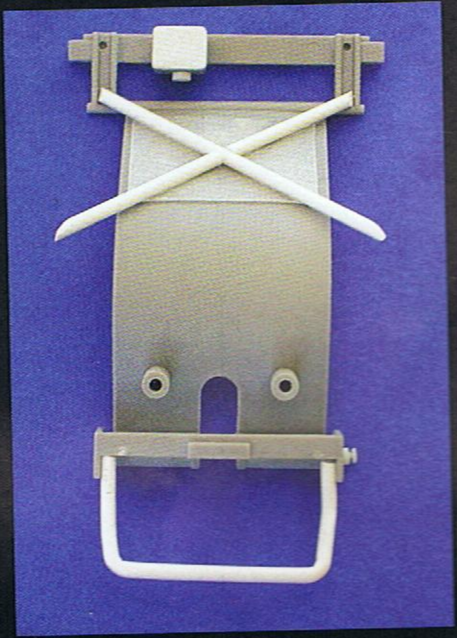
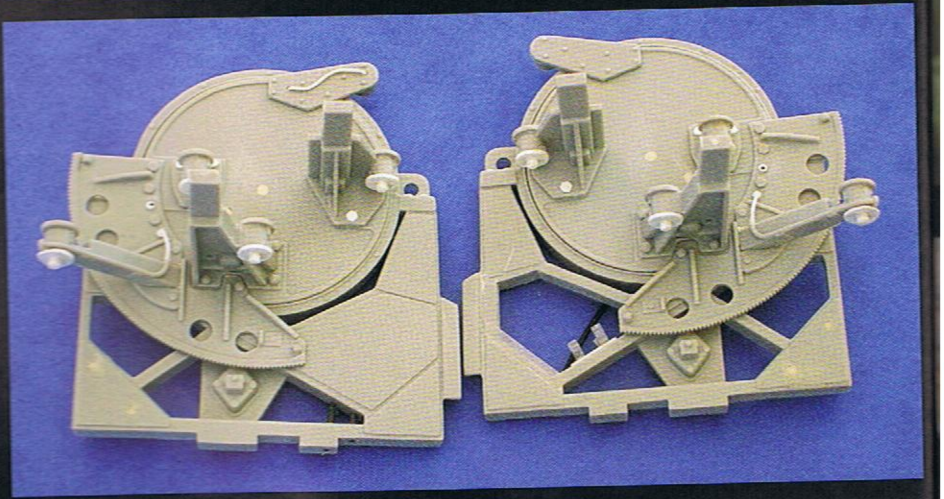




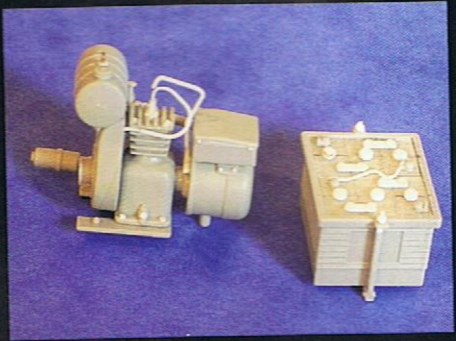


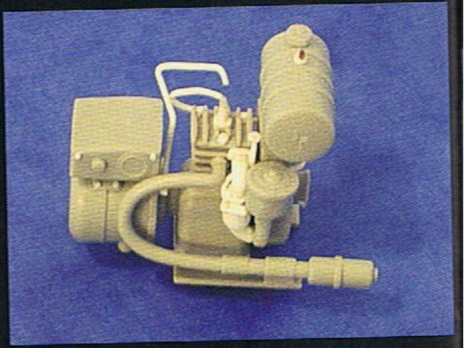


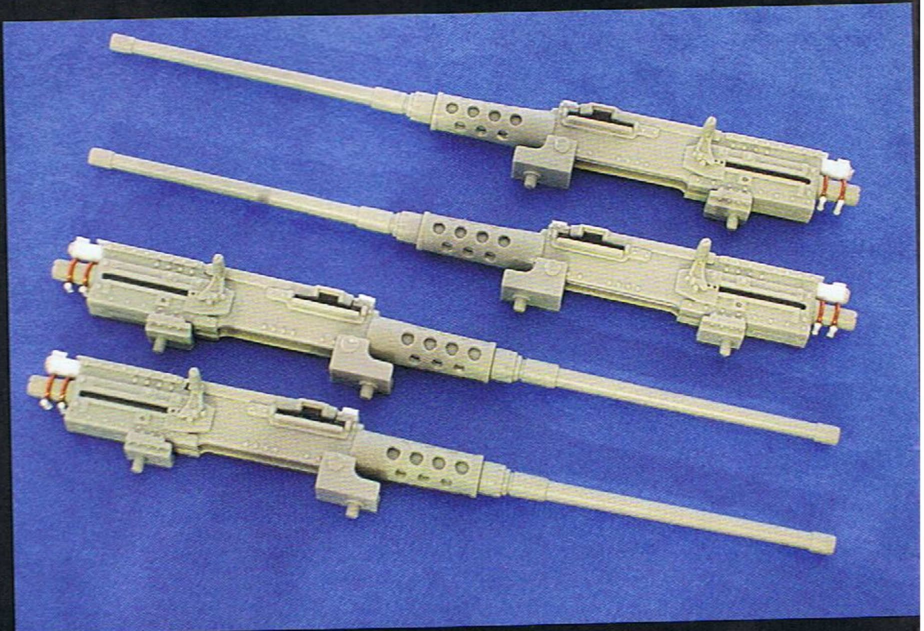


The diorama

The walls were moulded from plaster and then carved into shape. The workbench and the structure of the shelter were made from balsa. The roof is simply made of rectangles of painted cardboard glued together and The gates were made from assorted plastic rod and card. Other items come mainly from Tamiya or Verlinden or have been entirely scratchbuilt. After several washes and drybrushing with an ochre colour, a light dusting of XF57 matches the vehicle and links it to the setting. For the figures the GI comes from the DES range (ref 12013-F) and the engineer is a modified version of a Trumpeter figure (Soviet army tank crewman ref 00701). They were both entirely painted with Prince August acrylics.







References

Technical Manual TM 9-710 – Basic Half-Track Vehicles

(White, Autocar and Diamond T) 02-1944

Technical Manual TM 9-710 – Chassis & Body for Half-Track Vehicles 09-1942

Technical Manual TM 9-1223 – Twin CAL.50 Machine Gun Mounts M33 and multiple CAL.50 Machine Gun Mounts M45 06-1944

SHERMAN up close

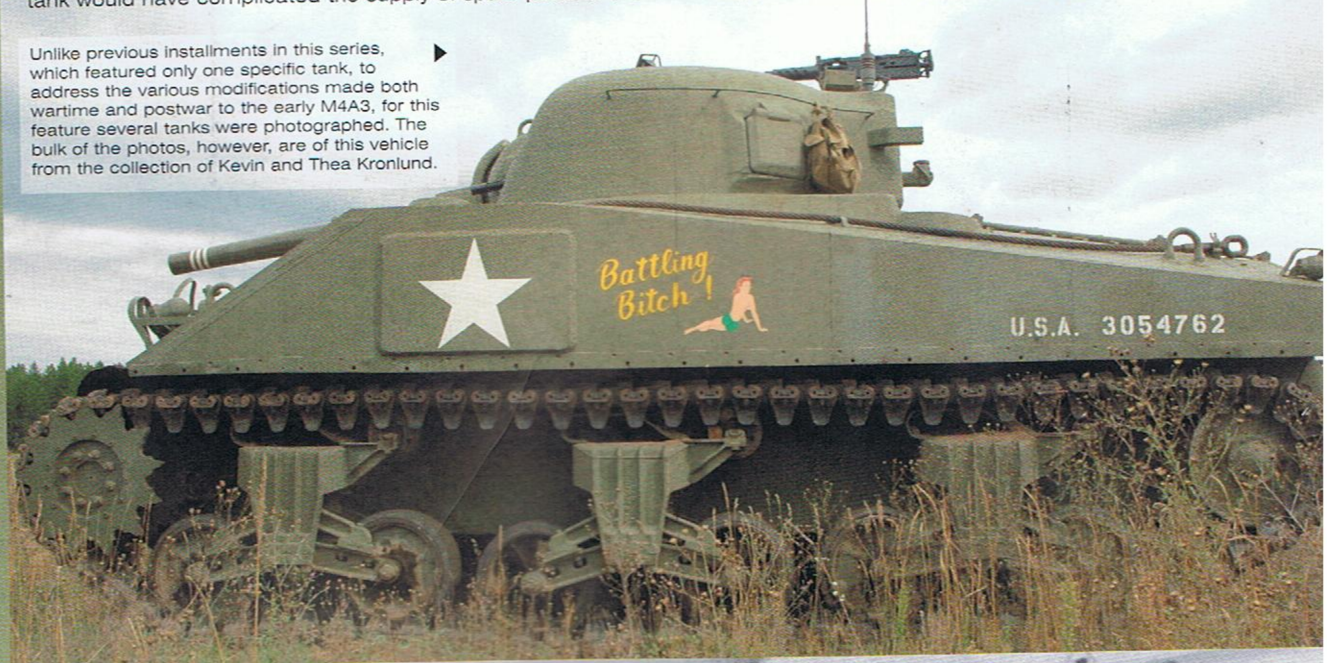
Spurred by the shortage of Continental radial engines, the Armored Board began a search for alternative tank power plants that could be produced in existing facilities. Ford's GAA Petrol V-8 engine was a modification of an experimental V-12 aircraft engine. The engine produced 500 h.p. and was relatively compact. It fitted quite well into the Sherman's engine compartment which had been designed for the tall radial engines. Its drive shaft passed much lower below the turret basket and connected to the existing Sherman transmission. The subsequent modifications to install the Ford engine brought about the M4A3. 1690 M4A3 dry-stowage 75mm tanks had been completed when production ceased in Sept. 1943. The M4A3 was the preferred type by U.S. forces. Later variants were the basis of 76mm gunned tanks, 105 howitzer tanks, and many received the later wide tracked HVSS suspensions.

All M4A3 dry stowage tanks were initially held in the US for training. The tanks in England slated for the invasion of France were all radial engined M4s and M4A1s. Introduction of the new tank would have complicated the supply of spare parts to the theatre. The first M4A3s to see combat were later production M4A3 wet-stowage tanks that began to arrive in Europe in the early fall of 1944. After the German Ardennes offensive, man remanufactured dry-stowage M4A3s, similar to these exampl were shipped to the ETO to make up the resultant tank shorta

Just about all the Fords surviving today were upgraded with t torsion bar engine door hinges. Bowen McLaughlin designed these for the M74, and they were installed on the approximat 2000 M4A3s (early & late) the firm rebuilt in the early 1950s. T side pieces of the bullet splash were removed in order to inst the hinges. Many had some quick release engine deck door handles added as well. The rear splash piece was cut away order to fit the front handle.

Counter to popular myth, the presence of applique or gun tra lock does not necessarily indicate a remanufactured tank. Ma of the Modification Work Orders were in the form of kits whic could be added to earlier production tanks lacking the partic improvement. Tank Depots in the US were instructed to upda

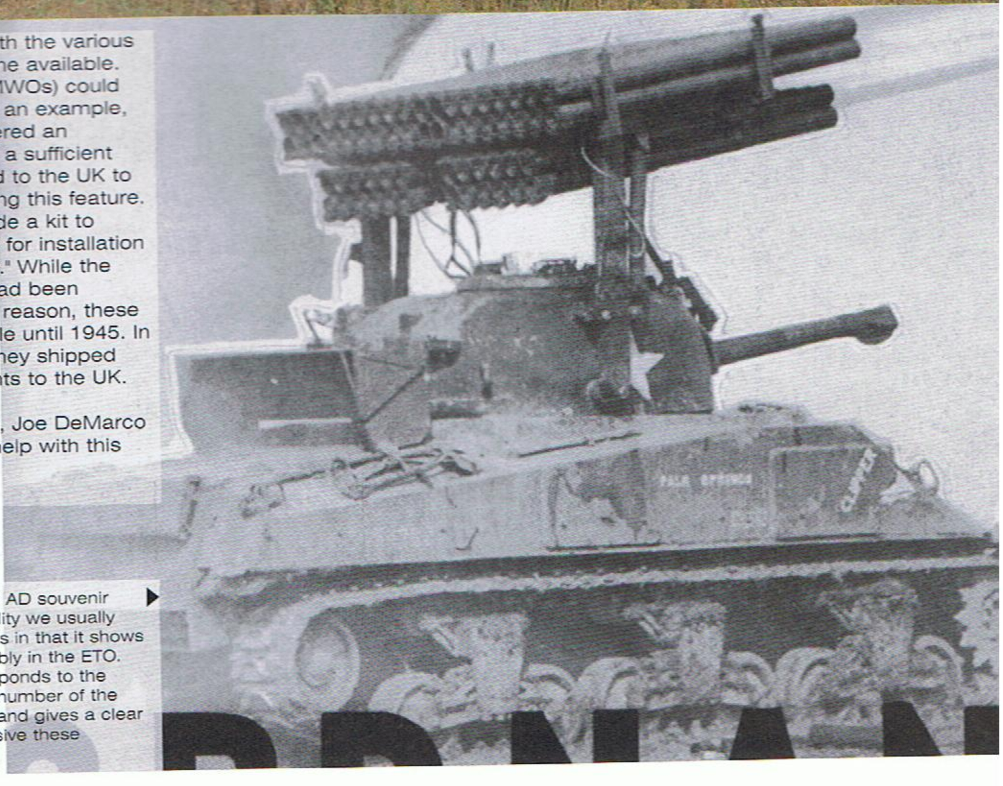
Unlike previous installments in this series, which featured only one specific tank, to address the various modifications made both wartime and postwar to the early M4A3, for this feature several tanks were photographed. The bulk of the photos, however, are of this vehicle from the collection of Kevin and Thea Kronlund. ▶



the tanks they processed with the various modifications as they became available. Modification Work Orders (MWOs) could also be done in the field. As an example, applique armor was considered an "essential" modification, and a sufficient number of kits were shipped to the UK to upgrade any Sherman lacking this feature. Ordnance intended to provide a kit to modify the "M34 gun mount for installation of a coaxial telescopic sight." While the "M34 with the wing piece" had been designed in 1943, for some reason, these kits did not become available until 1945. In the absence of these kits, they shipped complete M34A1 gun mounts to the UK.

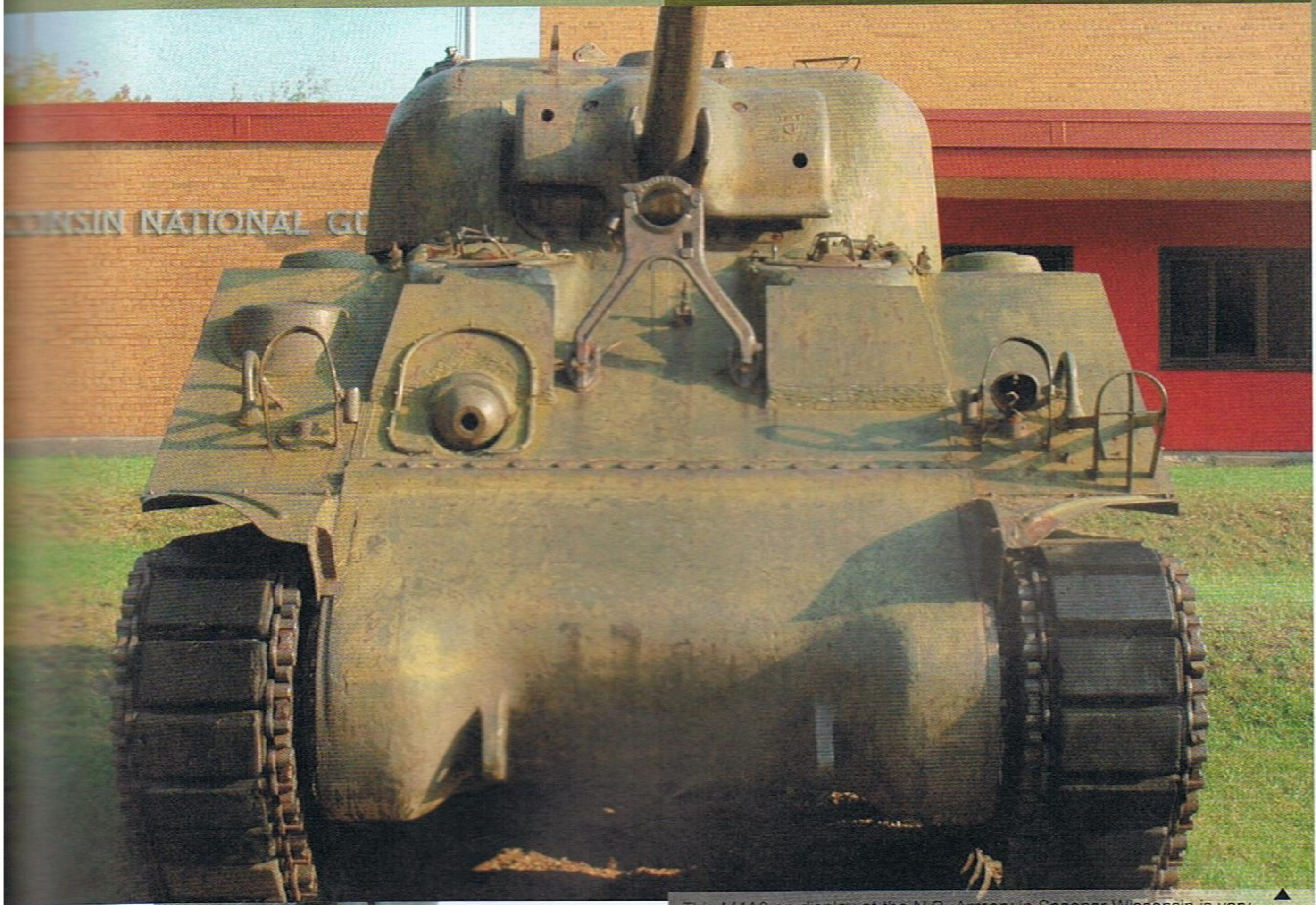
Special thanks to Rob Ervin, Joe DeMarco and Kurt Laughlin for their help with this segment.

This photo, taken from the 13th AD souvenir history, although not of the quality we usually prefer, is significant to the series in that it shows a remanufactured M4A3, possibly in the ETO. The registration number corresponds to the serial number and registration number of the Kronlunds' tank shown above, and gives a clear indication as to just how extensive these modifications can be. ▶

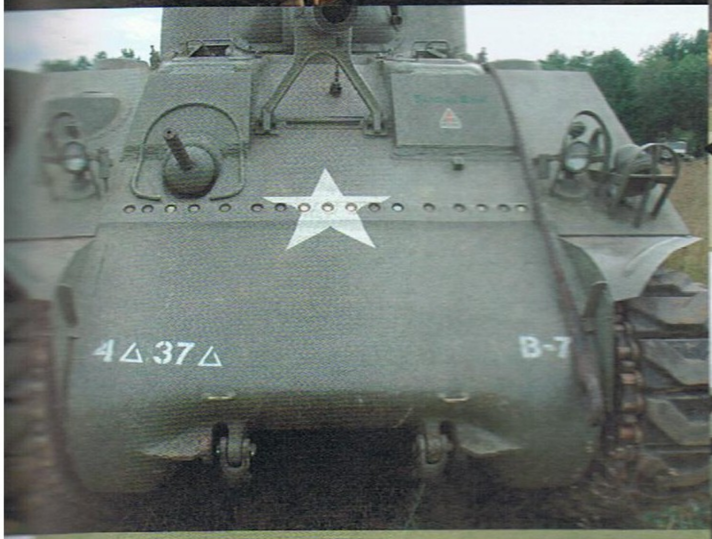


David Doyle's series offering a modellers' guide to the Sherman

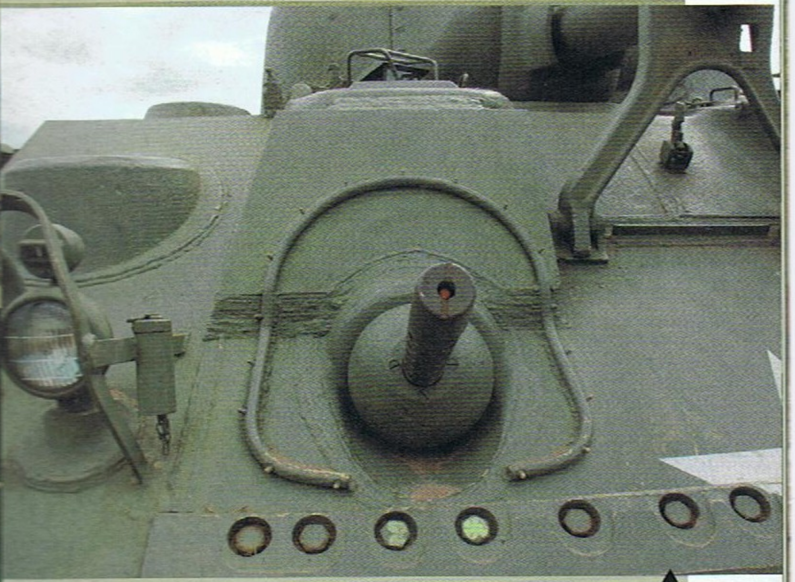
The Ford M4A3



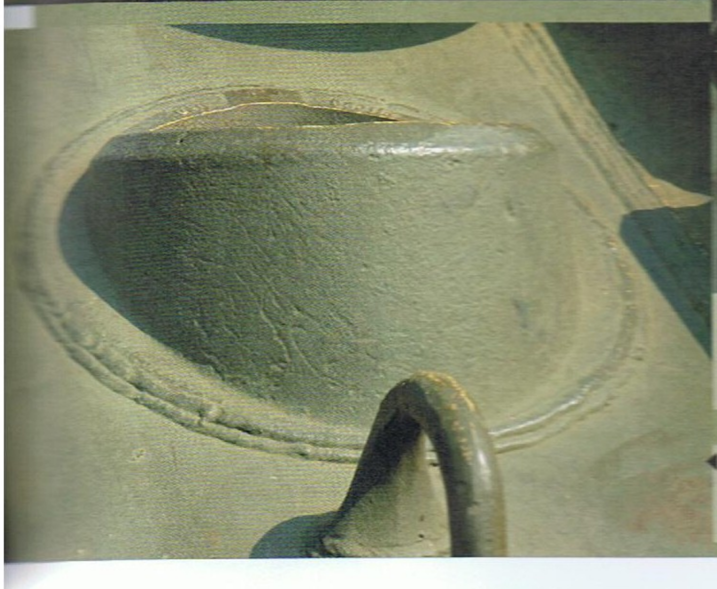
This M4A3 on display at the N.G. Armory in Spooner Wisconsin is very representative of a tank that has gone through the late war remanufacturing program. The tank has the early E4186 single piece cast differential cover, wide M34A1 gun mantlet, and T51 plain rubber block track. The gun travel lock has the manual style release.



This early E8543 double brake differential cover has steps cast in to the outer tow lugs. The glacis layout of the M4A3 upper hull was similar to the M4 and M4A2 but was built with fewer plates and castings to save welding man hours. The driver's hood castings meet in the center and are welded at that point, eliminating a rolled plate found on the M4.

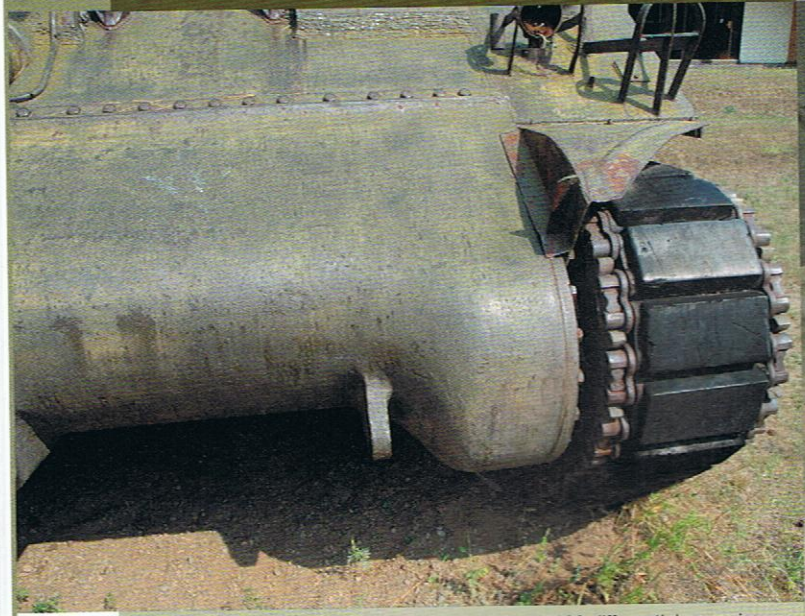


Part of the remanufacturing process was the addition of appliqué plates on the hull and turret, as well as the gun travel lock. The attachment point around the bow M.G. mount for the foul weather cover was altered to fit the hull front plate. These plates required numerous weld beads to attach.

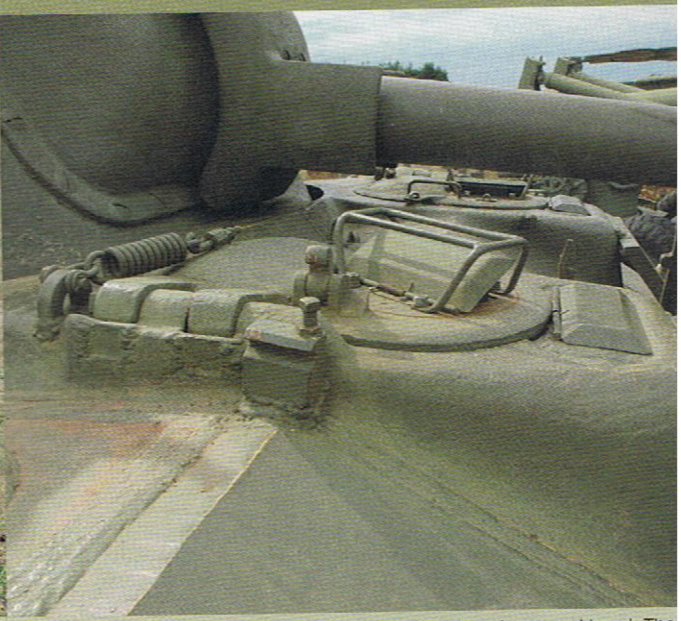


The antenna pot is a armored casting welded to the right side of the front glacis plate. A sheet metal cover on the top of the pot protects a socket for an additional antenna. This allowed an additional radio to be installed in the tank's right hull sponson.

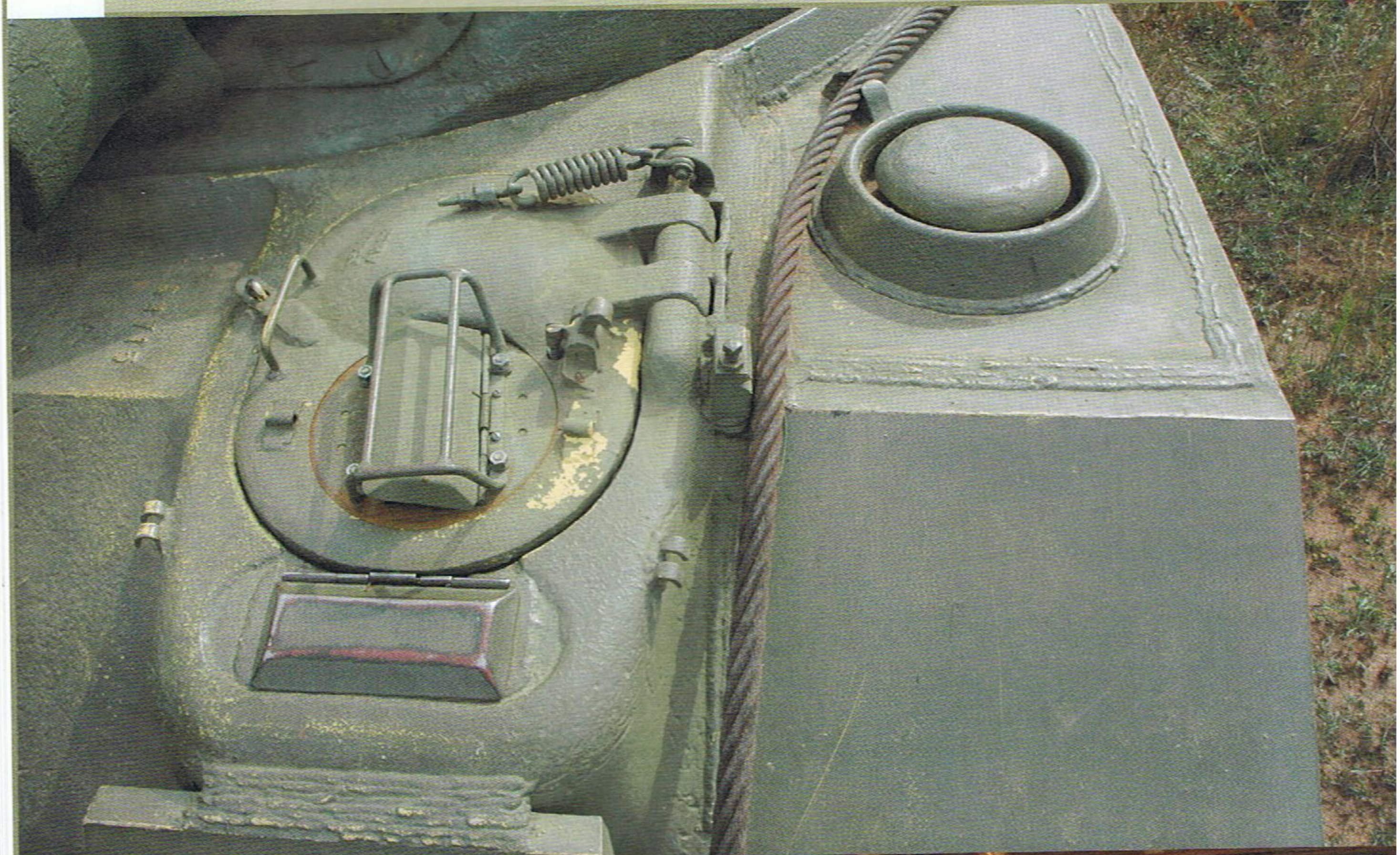
The Ford M4A3



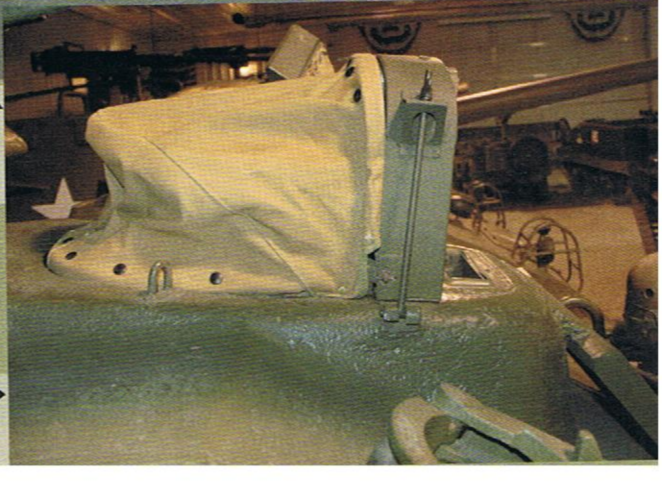
▲ Note that the front edge of the casting of the E4186 differential cover is flush with the edge of the final drive covers. This differs from the thicker E8543 double brake cover and is often misrepresented in kits. This cover has the bullet splash guard to protect the bolt heads at its upper edge from small arms fire. The T51 rubber track blocks show virtually no wear.



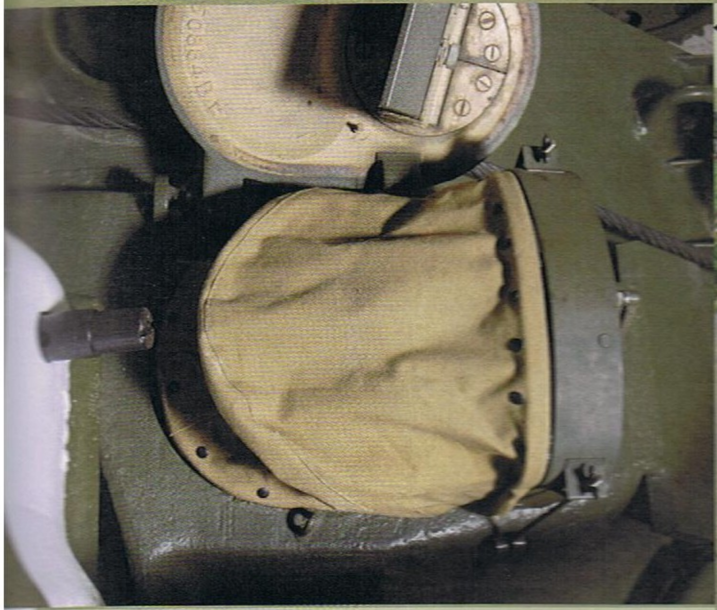
▲ This view has many details of the co-driver's hatch and armored hood. The device at the center welded to the side of the hood is the outer half of the hatch lock. This kept the hatch from closing while the vehicle was on the move. To the left is the hatch spring that assisted opening the heavy hatch.



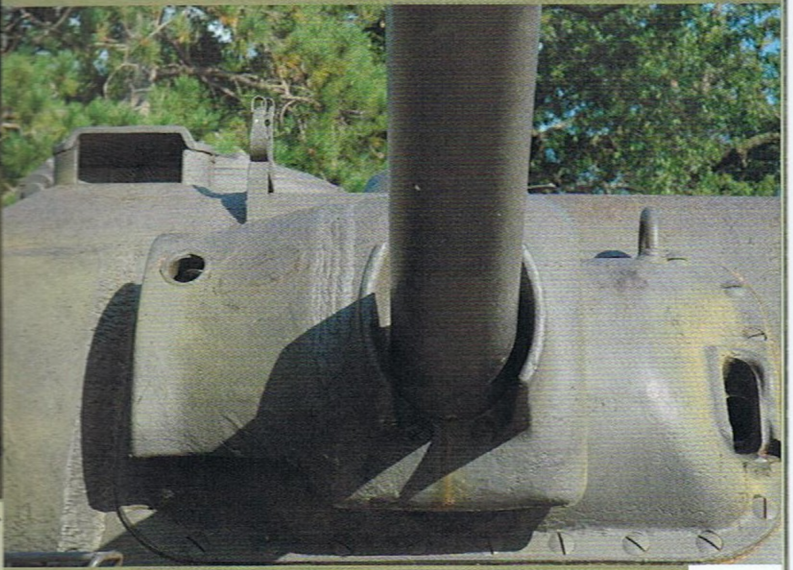
The domed object to the upper right is the cast cover for the left side hull ventilator. It was welded to the rolled plate of the turret roof. The turret splash rail and driver's hood were separate castings and the weld between them is visible. The small brackets on each side of the hood casting hold the foul weather driver's hood in place. ▲



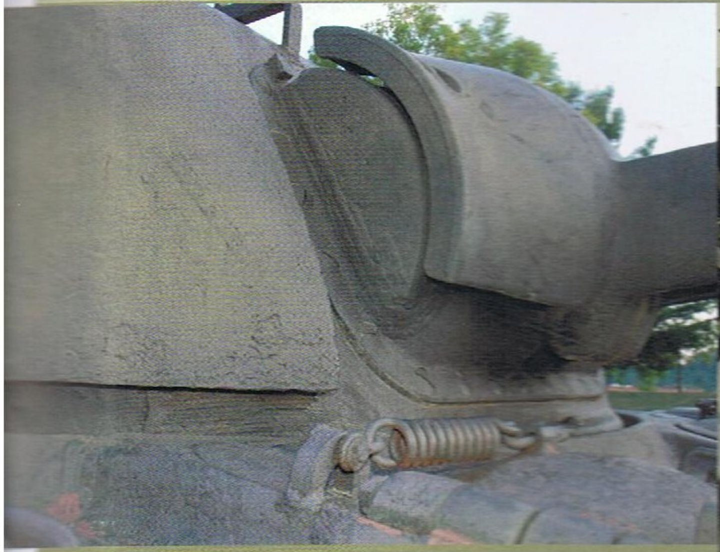
The driver's foul weather hood is shown in place on this Ford M4A3 displayed at the Ropkey Armor Museum. The front windshield portion included a wiper and defroster grid. The rear canvas portion folded forward like a small convertible top to allow entry and exit while installed. ▶



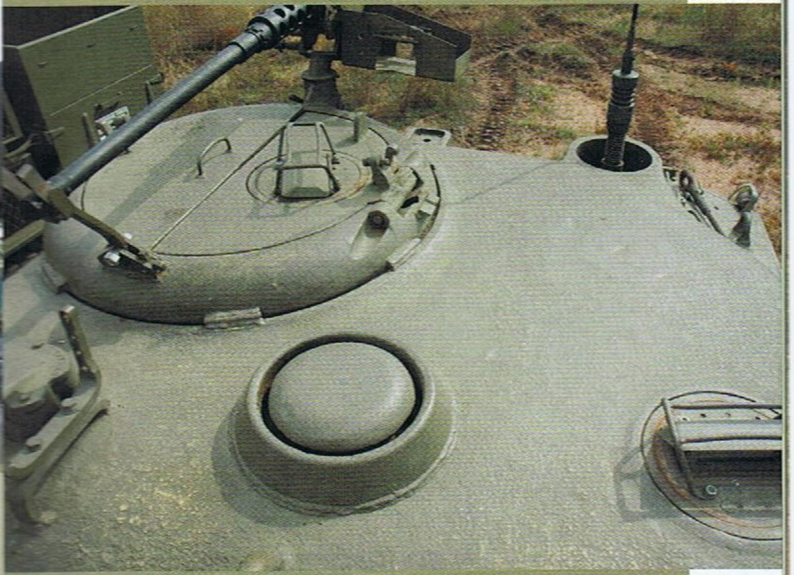
This overhead view of the driver's foul weather hood shows clearly just how small an opening this device permitted. When not in use the hood was stowed in the interior in a purpose-built bracket above the transmission.



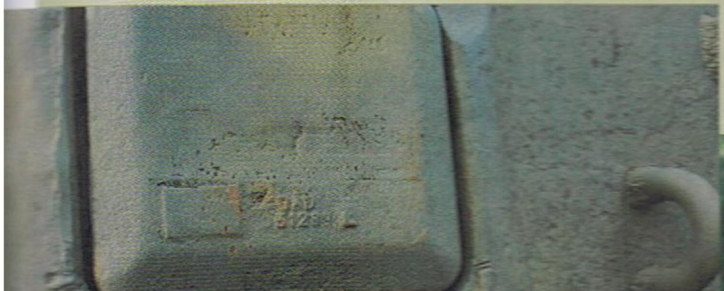
All 75mm Shermans in England were upgraded with the M34A1 wide gun mount (as seen in previous installments in this series) before the D-Day invasion. Stateside, many M34 mounts were modified to accept the M55 direct sight telescope of the M34A1 mount. The additional shield added to the gun rotor is shown to the left of the gun barrel. This aided the training of crews in the U.S.



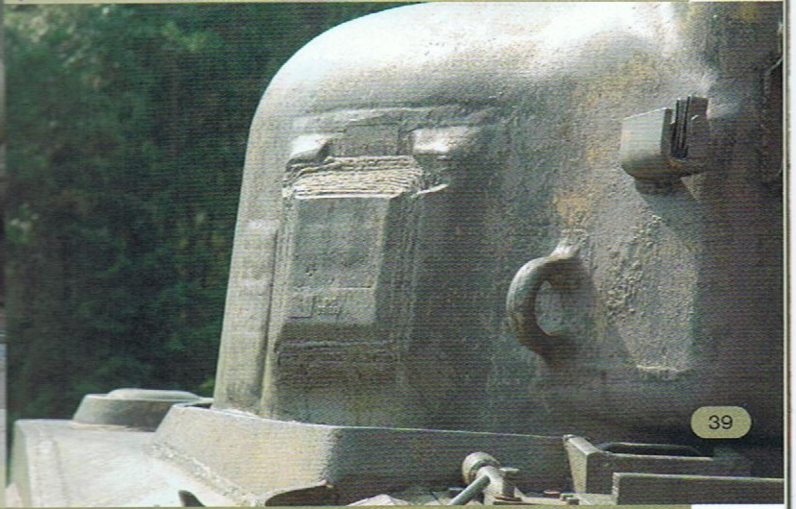
The unusual contour of the modified gun mount is clearly visible here, as are the heavy weld seams.



This tank is equipped with the early style split hatch commander's cupola. Here it has been traversed to the rear and spot-welded in place. To the right of the cupola's periscope cover is the hatch lock, which engaged the triangular tab on the cupola ring when opened. The lock was released by a pull ring on the inside of the hatch. In the foreground is the turret ventilator which evacuated gasses from turret after a round was fired.

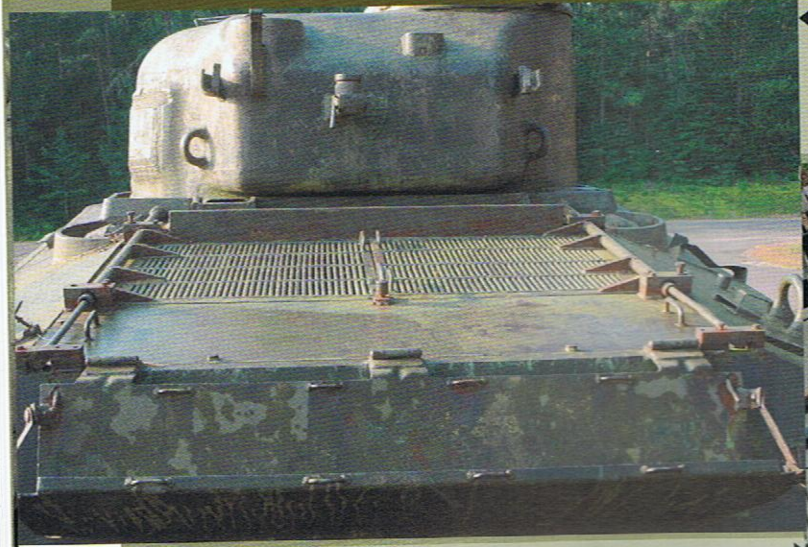


Details of the foundry marks of the turret and pistol port door. D50878 is the turret casting part number while the 1476 represents series production. The area below the pistol port opening appears to have had a flaw in the casting ground away for clearance issues.

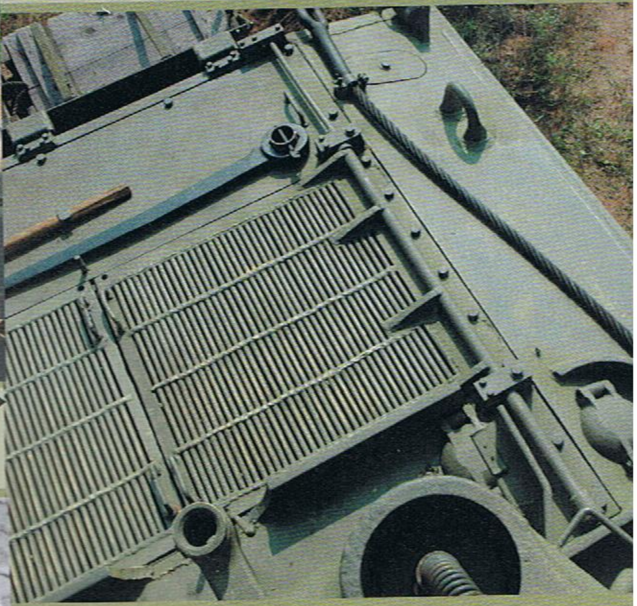


It was believed that the pistol port caused a weak spot in the armor of the turret casting. In February of 1943 an order was passed down to eliminate the port from the 75mm turret. All turrets that had not yet been installed on tanks that had the port cast in were to have the opening sealed. This turret had it pistol port welded shut at the factory. The plug is the door itself with the hinges removed. Photo courtesy of John Adams-Graf.

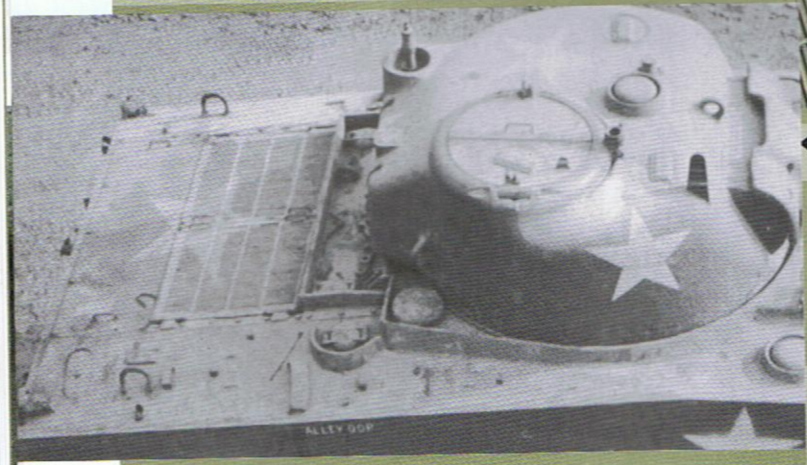
The Ford M4A3



◀ Another identifying trait of the M4A3 is its wide engine deck doors that s
the entire width of the rear deck. The rods and triangular flanges are pa
the postwar helper spring system added to assist in opening the heavy
doors. The installation of these springs required modification of the spla
rail present at the front of the earlier style engine deck. The brackets on
turret rear for stowing the M2 .50 calibre machine gun were added duri
the wartime remanufacturing program, as was the rear luggage rack.

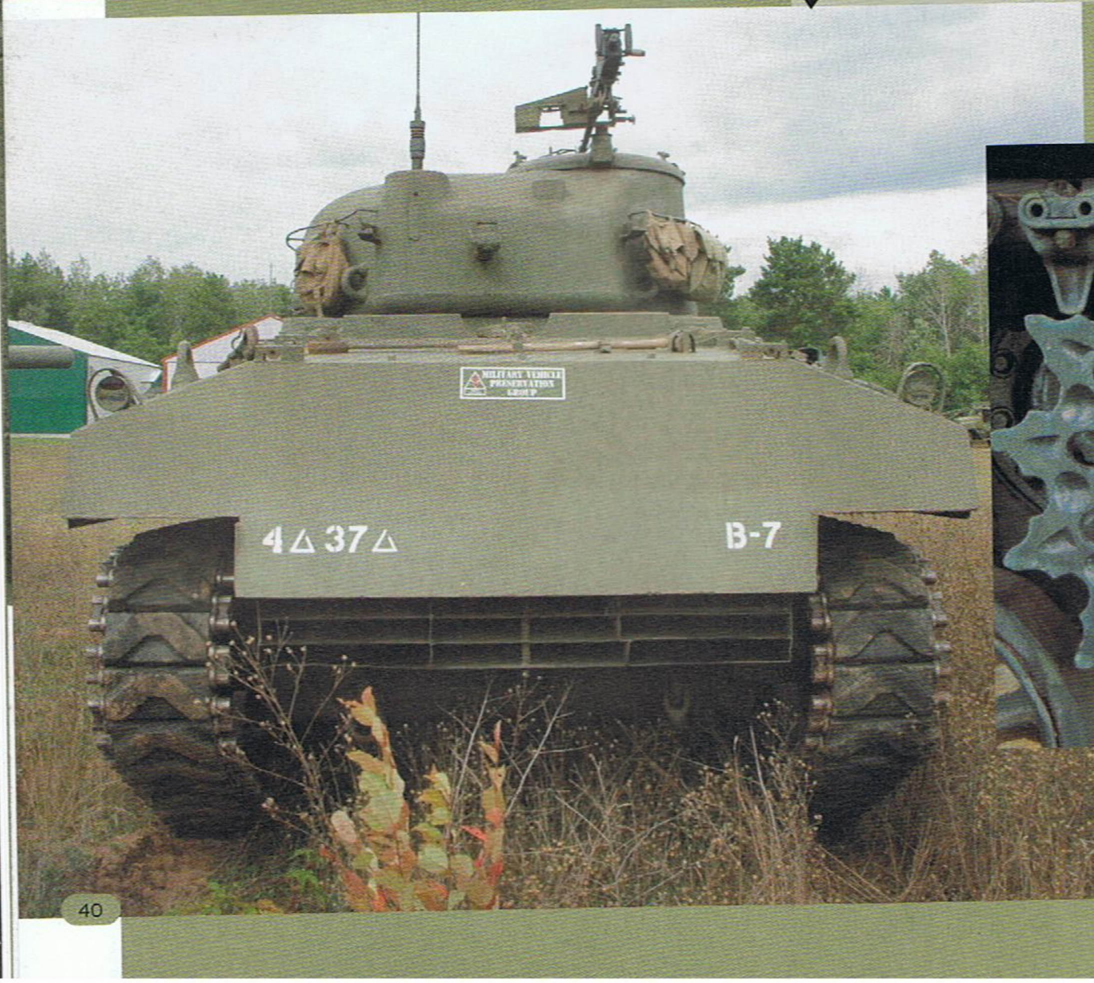


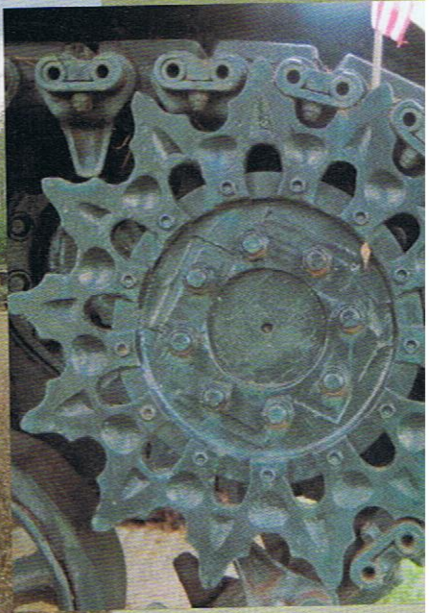
A close-up view of the postwar hinge assemblies added to assist the opening of the engine deck doors. These fixtures replaced the factory-installed door hinges completely. The engine deck grills were constructed from welded lengths of steel rod. ▶



◀ This period photo shows the unmodified configuration of the engine de

The M4A3's most recognizable feature is the engine deck and upper h
plate. The rear plate armour extends below the level of the sponsons t
protect the large rear-mounted radiators. This vehicle is equipped with
second and most common style of sheet metal exhaust deflector.
▼





▲ This elaborately crafted drive spro
the only type that Ford used while
producing the M4A3. Any other st
found on these vehicles are
replacements. Photo Mike Haines.

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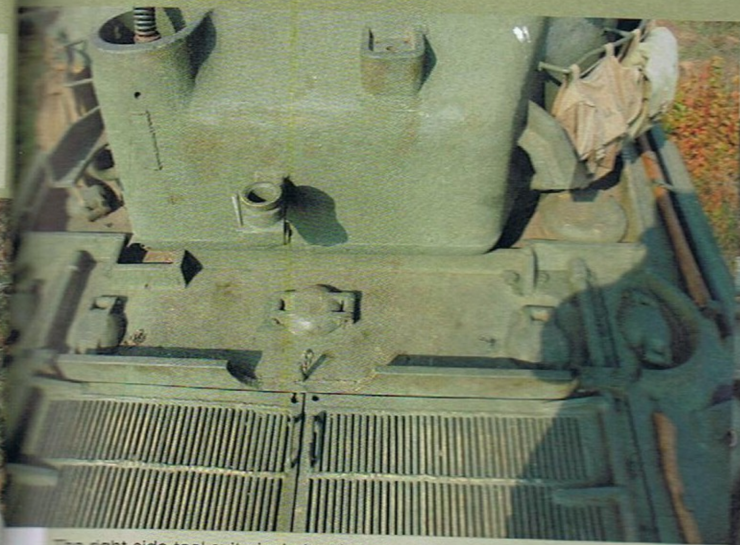
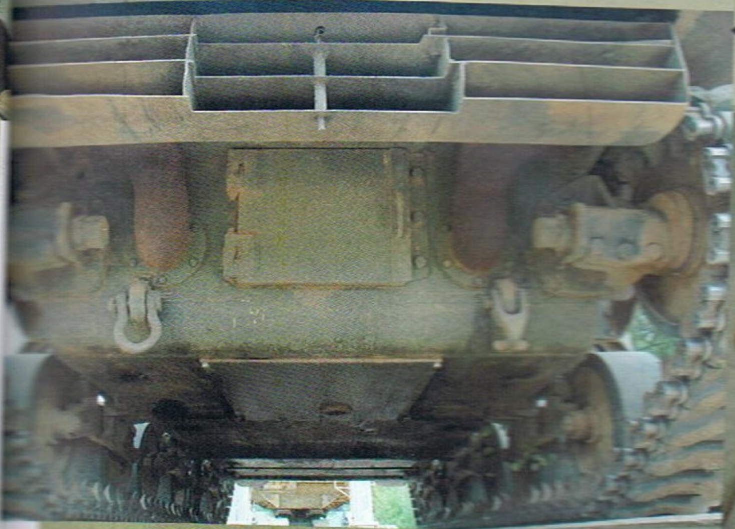
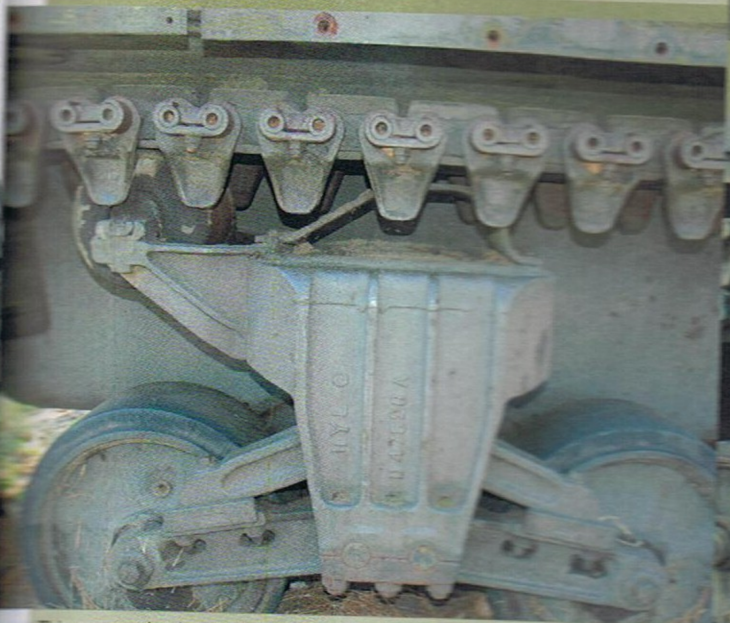


The right side tool suite includes the axe, mattock head, shovel, and forward the mattock handle and the track bar. Each was held in its bracket by a web strap through a footman loop. The splash rail for the outboard fuel filler is welded to the turret splash rail at it's front edge. The roof plate of the sponsons is a single piece on these early vehicles and they retain the grouser box cover at the rear.

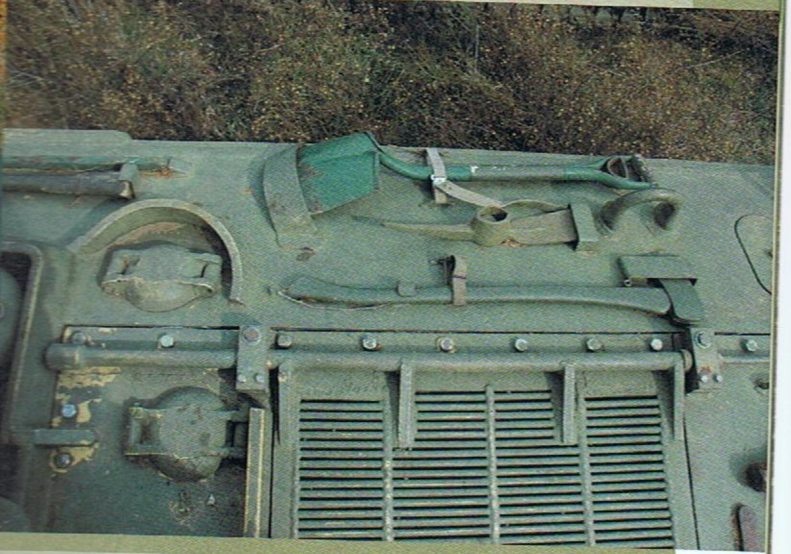


The right side exhaust and idler mount are shown. The engine access door has been spot-welded shut in this view and the bolts that secure it are missing.

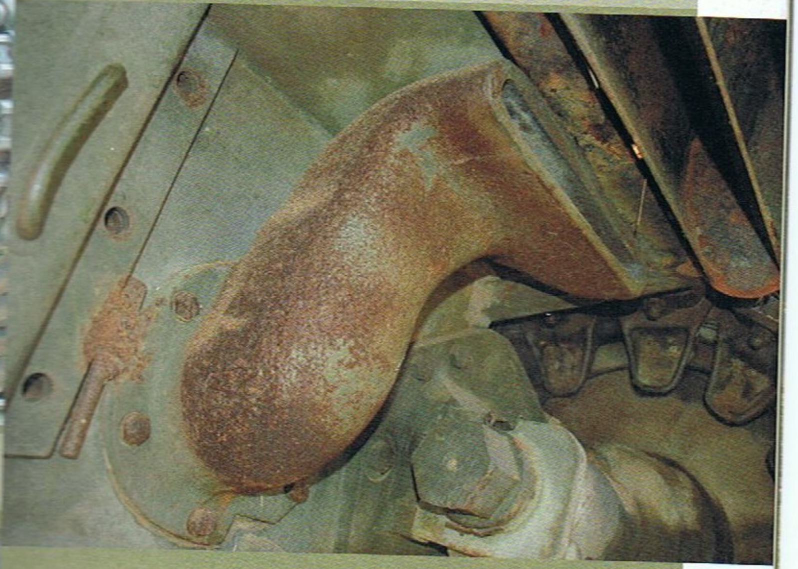


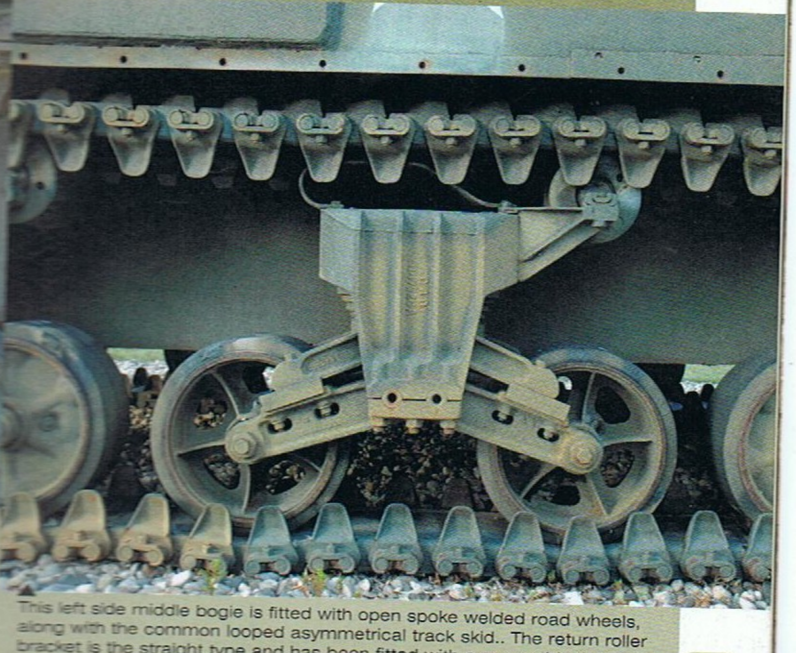
This suspension is equipped with the early type of asymmetrical track skid. This is the second style of skid produced for the M4 heavy duty VVSS suspension. It was manufactured before the more common skid with the prominent loop at the front. The suspension is fitted with spacers which raise the return roller, as well as pressed spoked solid road wheels. The mounting bracket for the rear idler wheel is at the far left.

The early production M4A3 engine decks had three armored filler caps in the forward section. These were surrounded by a rectangular splash rail, modified here to accept the helper springs. Later decks had only one armored cap in this area.



In this view of the lower rear plate we see the exhausts, lower engine access door and the idler wheel mounts. The idler mounts were designed to adjust track tension, in this view the eccentric axles are rotated to the top which is not common. The exhaust deflector is at the top of the photo.

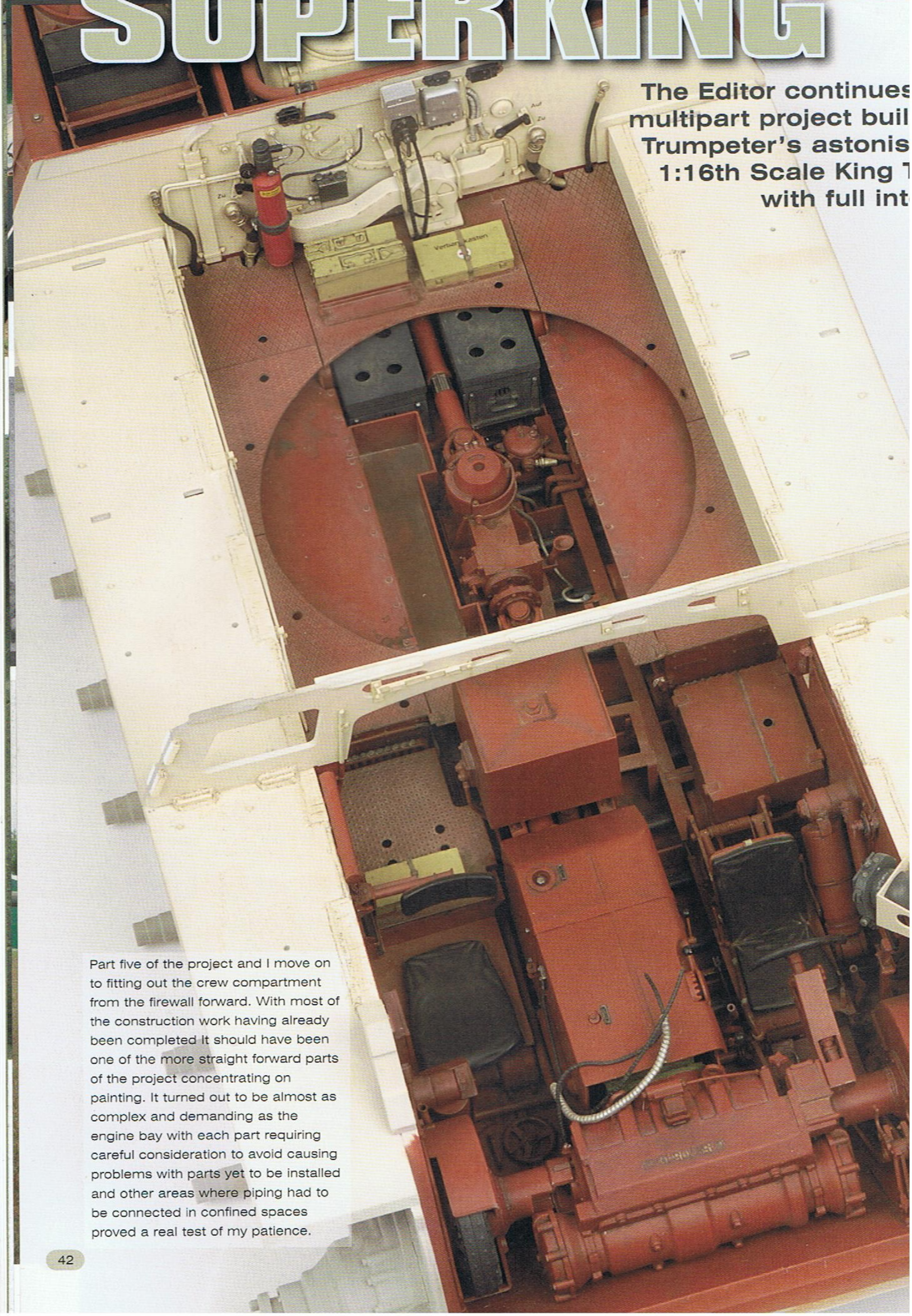




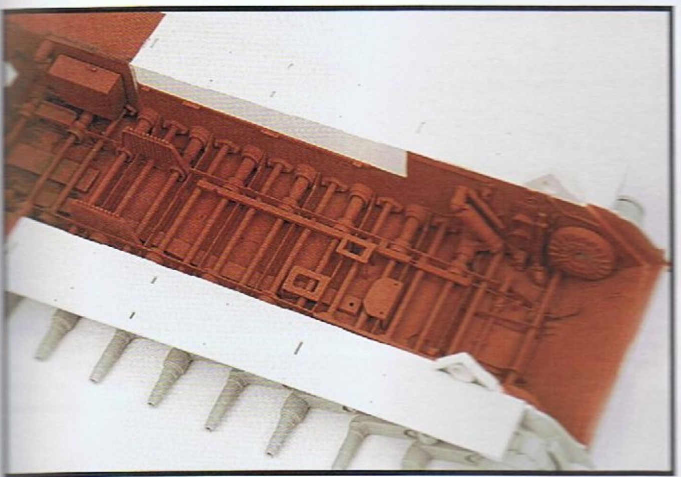
This left side middle bogie is fitted with open spoke welded road wheels, along with the common looped asymmetrical track skid.. The return roller bracket is the straight type and has been fitted with a spacer block to raise the return roller axle.

One Sixteenth SUPERKING

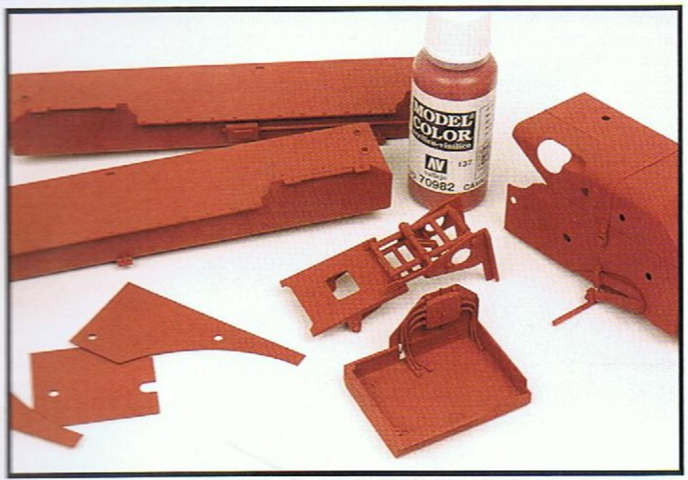
The Editor continues
multipart project buil
Trumpeter's astonis
1:16th Scale King T
with full int



Part five of the project and I move on to fitting out the crew compartment from the firewall forward. With most of the construction work having already been completed it should have been one of the more straight forward parts of the project concentrating on painting. It turned out to be almost as complex and demanding as the engine bay with each part requiring careful consideration to avoid causing problems with parts yet to be installed and other areas where piping had to be connected in confined spaces proved a real test of my patience.



As part of the engine build sequence the front of the hull had already been painted with the red oxide primer and Ivory paints.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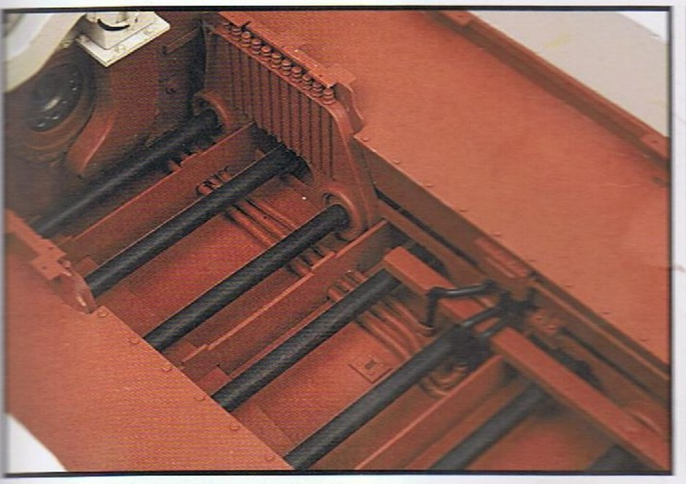
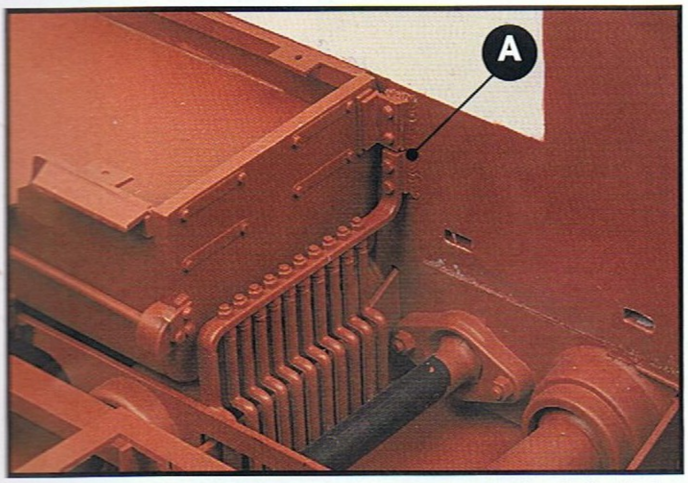
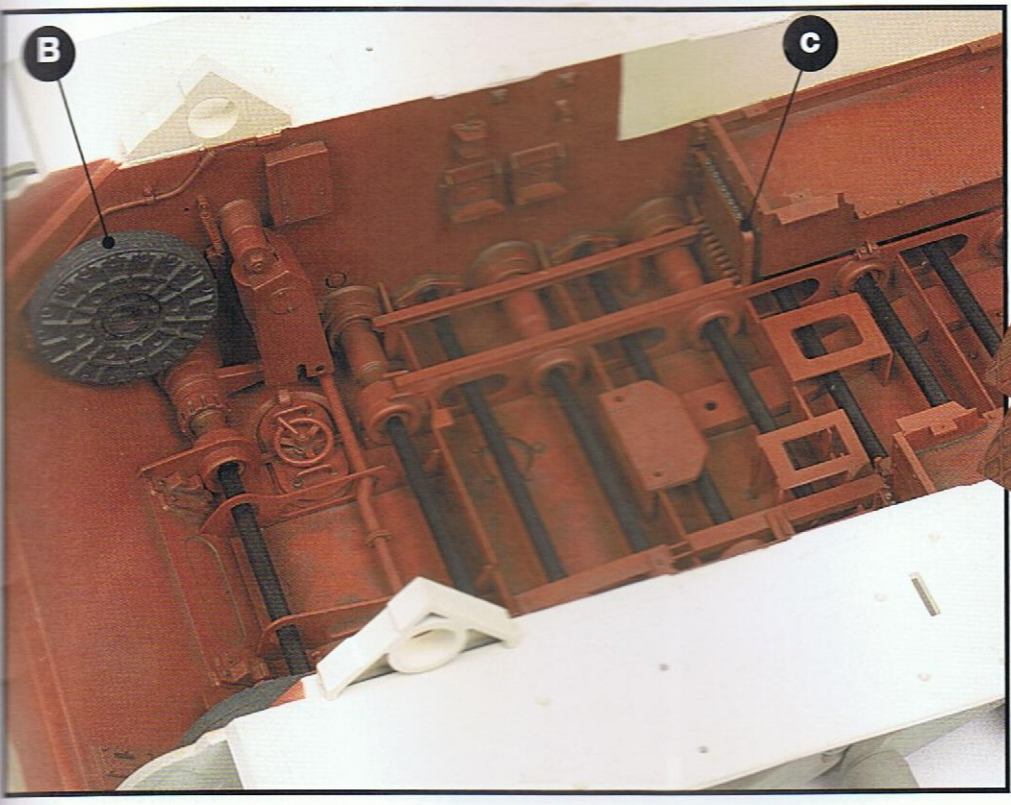
The other components were also painted with Vallejo 137 Cavalry Brown and then given a coat of Vallejo Satin varnish.



The torsion bars were all painted in Vallejo Air Black - a tricky procedure which made me wish I had not glued the torsion bars in position! The fuel lines running along the floor were also added using the kit parts.

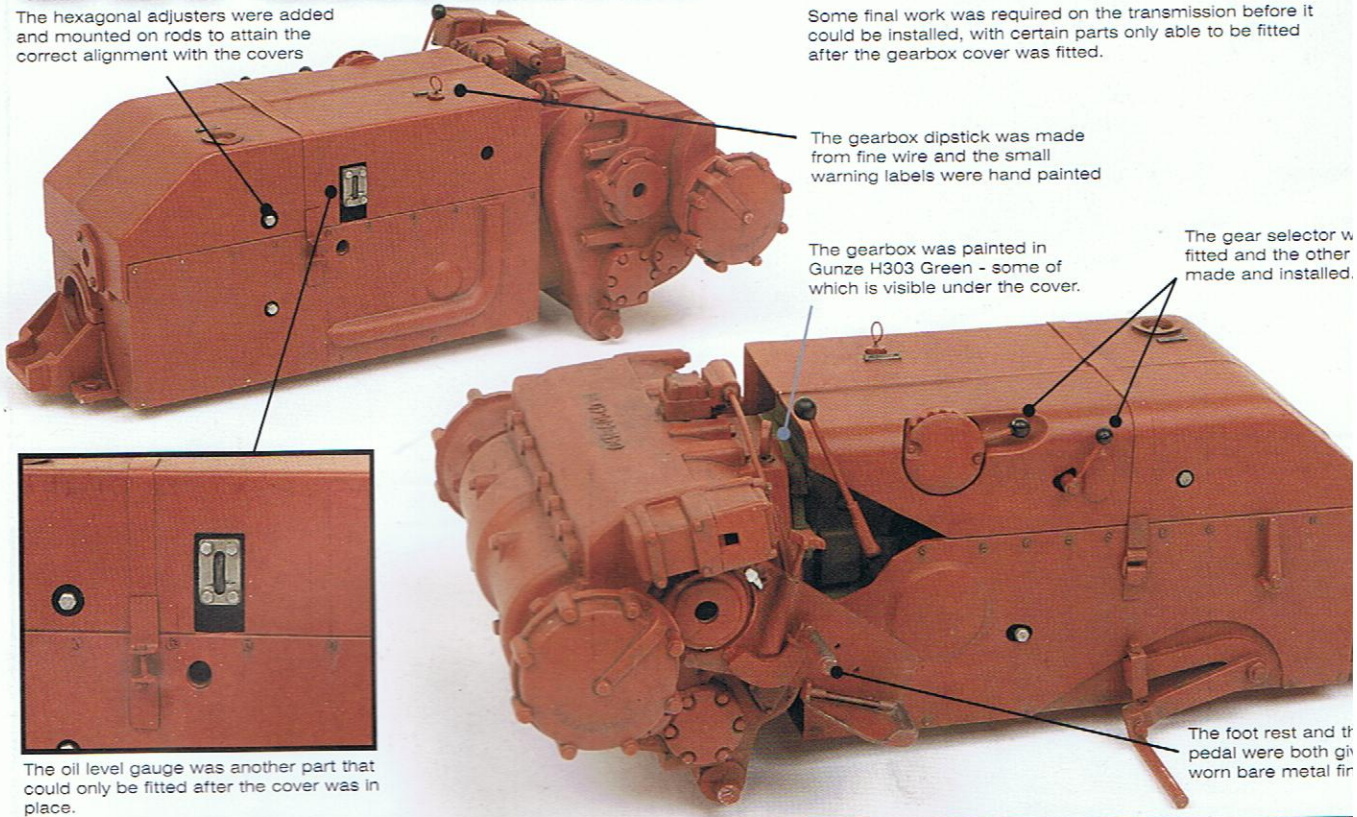


One of the first parts to be fitted post painting were the two longitudinal fuel tanks and the lubrication brackets. Weld bead detail **A** was applied to the mounting points using Magic Sculp and these were then painted to match.



The final drive brake drums were picked our in dark grey **B** and the lubrication points **C** in Gunze Mr. MetalColor Stainless. The whole lower hull area was then given an oil wash using a grey/brown mix made predominantly from Shadow Brown and Light Mud but with touches of Faded Grey and Industrial Earth all from the MIG 502 range.

Abt100. Faded Grey
502 Abteilung
modelling oil color
Abt125. Light Mud
Abteilung
modelling oil color
Abt015. Shadow Brown
Abteilung
modelling oil color



The hexagonal adjusters were added and mounted on rods to attain the correct alignment with the covers

Some final work was required on the transmission before it could be installed, with certain parts only able to be fitted after the gearbox cover was fitted.

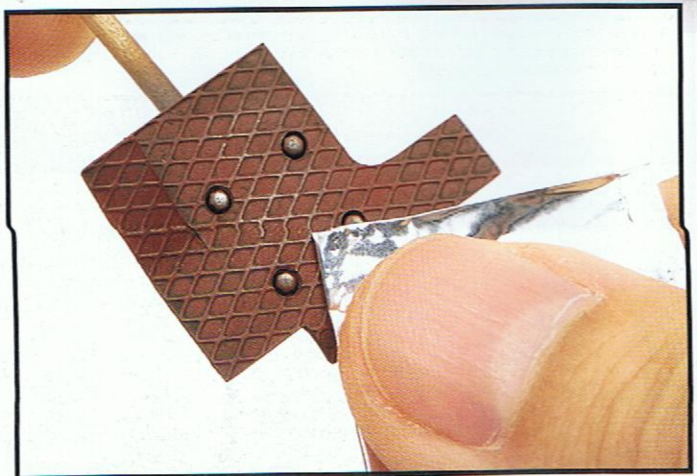
The gearbox dipstick was made from fine wire and the small warning labels were hand painted

The gearbox was painted in Gunze H303 Green - some of which is visible under the cover.

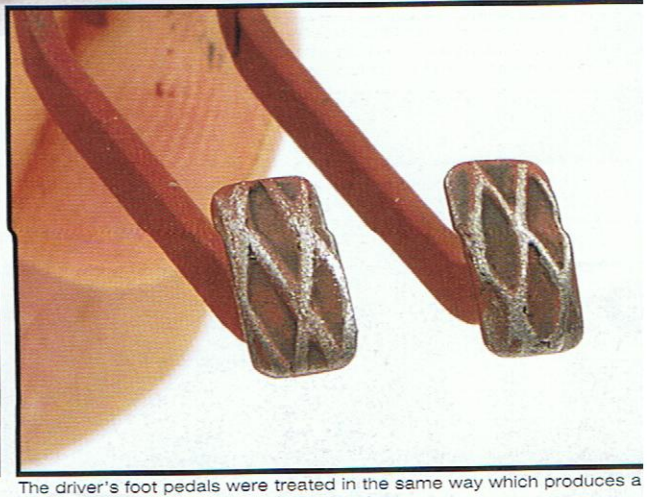
The gear selector w fitted and the other made and installed.

The foot rest and th pedal were both gi worn bare metal fin

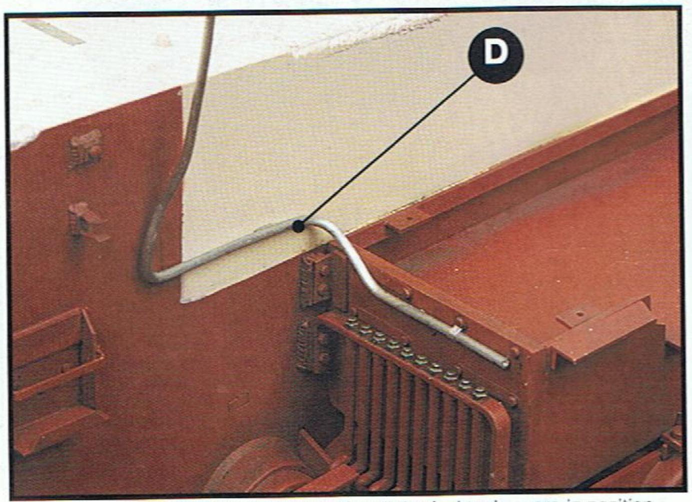
The oil level gauge was another part that could only be fitted after the cover was in place.



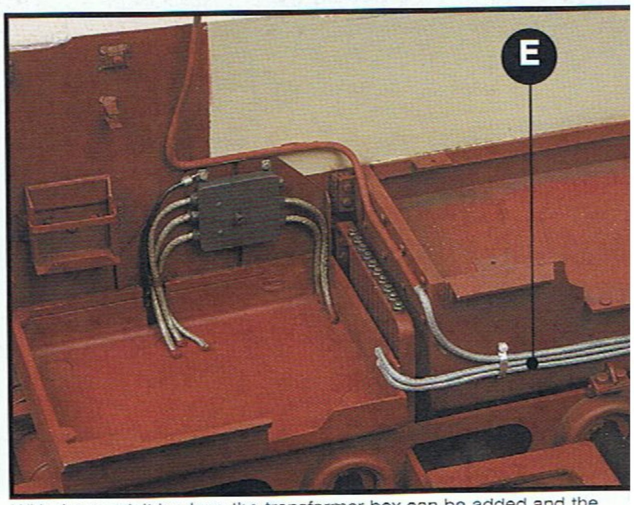
The bare metal on areas of heavy wear like the drivers floor panel seen here can easily be added by burnishing with a folded 'pad' of aluminium foil.



The driver's foot pedals were treated in the same way which produces a realistic metallic sheen on the raised surface.



This cable conduit **D** could not be fitted until the fuel tanks were in position and it will run up the hull cross beam which has yet to be fitted as it would impede access into the hull. The top section therefore sticks up and becomes a 'trip hazard' during the assembly until the cross beam is installed.



With the conduit in place the transformer box can be added and the remaining cabling is fitted **E**. I believe the cables running along the fuel t connect into the PTO to provide communications for the turret. The stow bin will hide most of this area which is why not all the cable is fitted.

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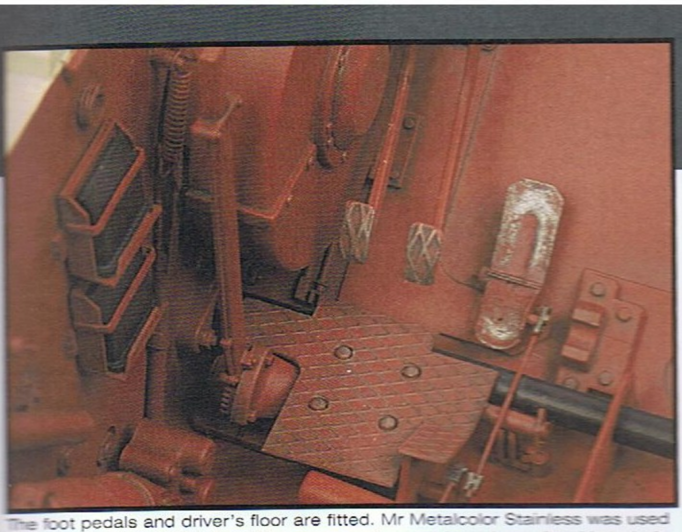
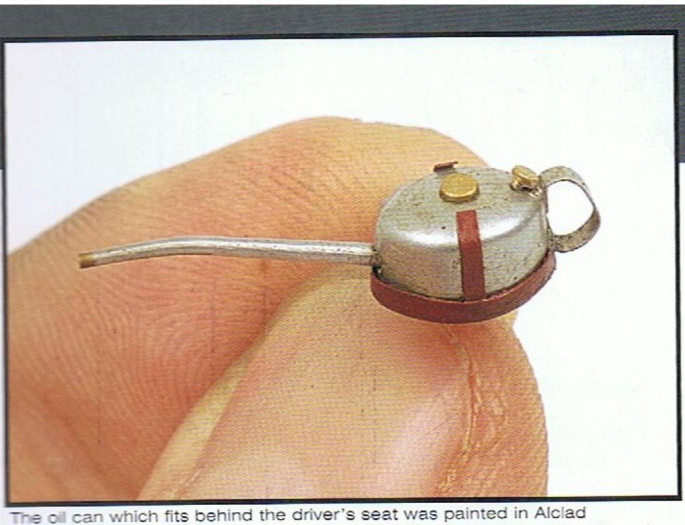
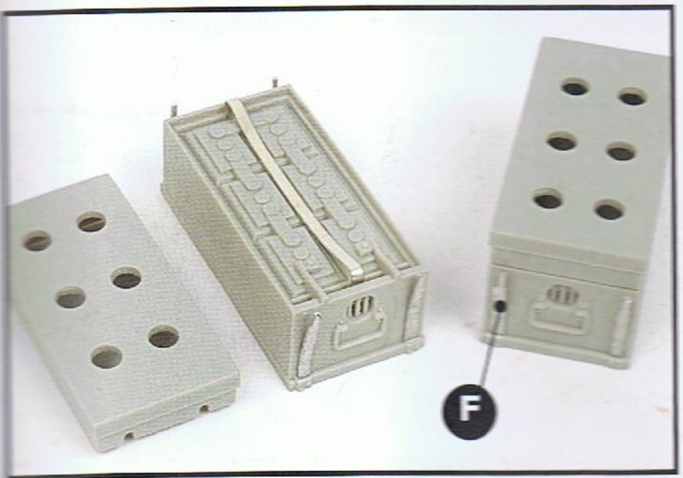


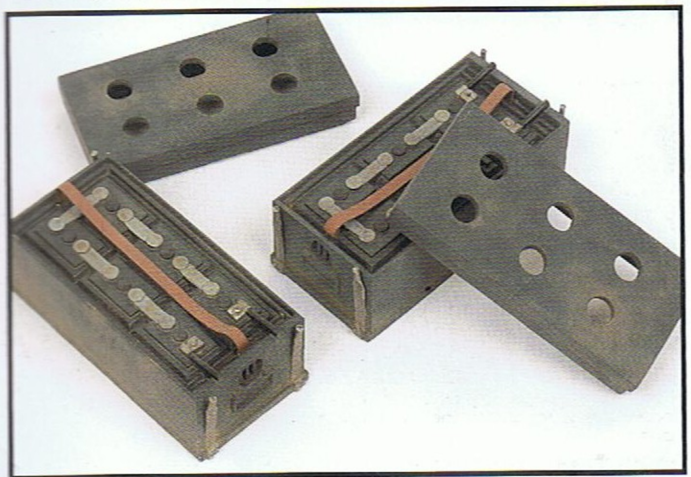
The foot pedals and driver's floor are fitted. Mr Metalcolor Stainless was used on the accelerator pedal and the spare periscopes have been fitted into their racks and their fold down rails have been added from strips of brass.



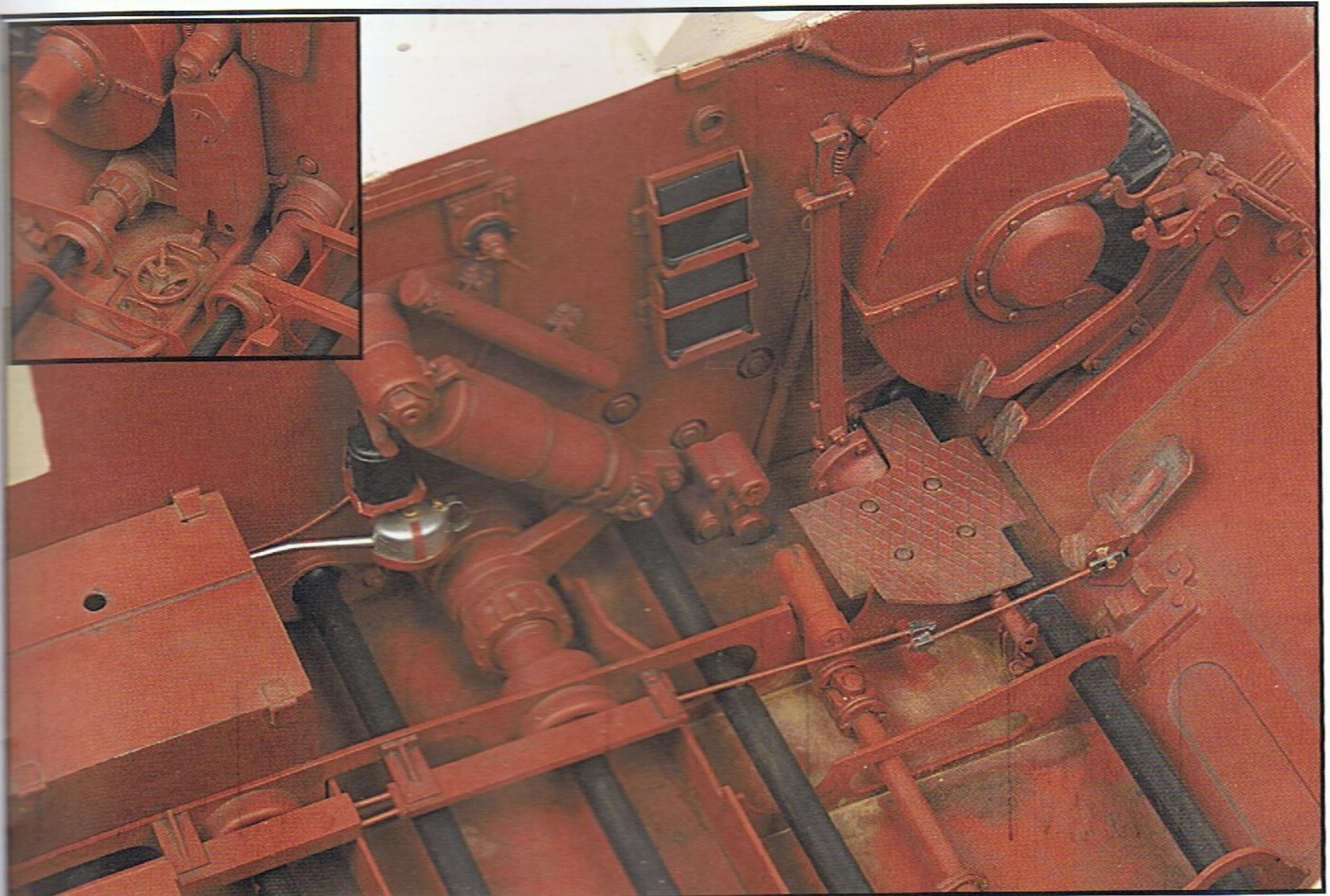
The oil can which fits behind the driver's seat was painted in Alclad Aluminium and the details picked out with Mr Metalcolor Brass. An oil wash was applied to give a more used look.



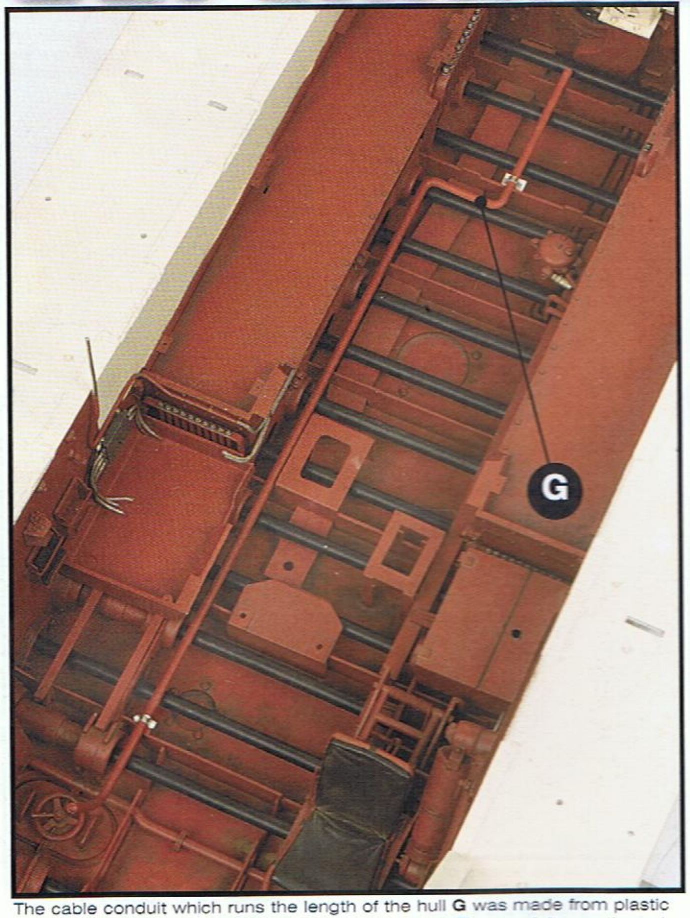
The batteries required some additional detailing, with the ventilation holes drilled out in the lids a pewter foil lifting strap was added. The moulded post detail **F** was removed and new versions were made from flattened solder.



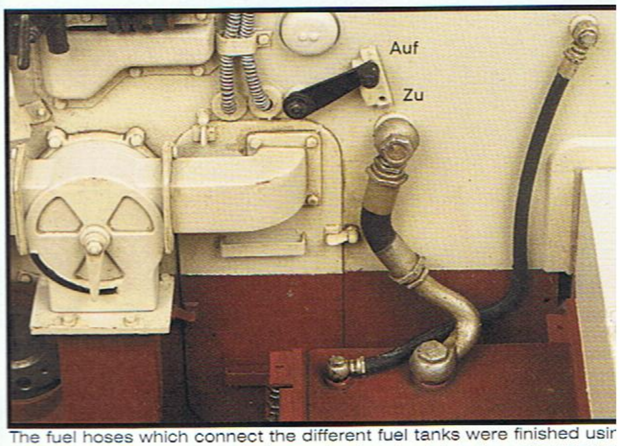
As they sit in the bottom of the hull under the turret basket I wanted to show a more dirty finish. The matt finish of the wooden boxes contrasts with the satin of the rest of the interior.



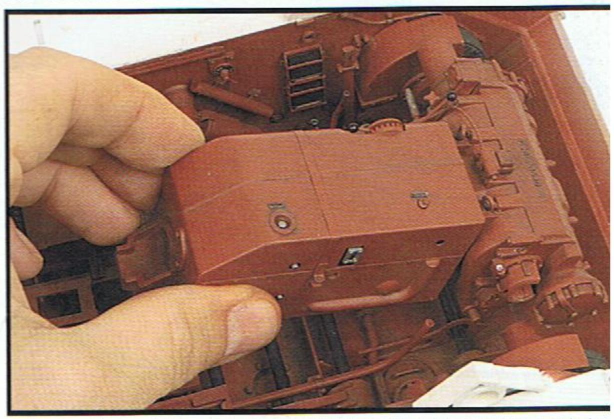
An overall view of the driver's position showing the weathering in progress. I wanted to resist the urge to really dirty the floor of the vehicle in keeping with a relatively new vehicle. Some oil stains were added around the driver's controls and the floor around the pedals and the floor panel was also washed with mud toned pigments deposited by dirty boots! The same approach was used for the radio operator's footwell. Small areas of chipping and wear were also added. The importance of the correct assembly sequence is critical, reaching these areas with the transmission installed would be almost impossible.



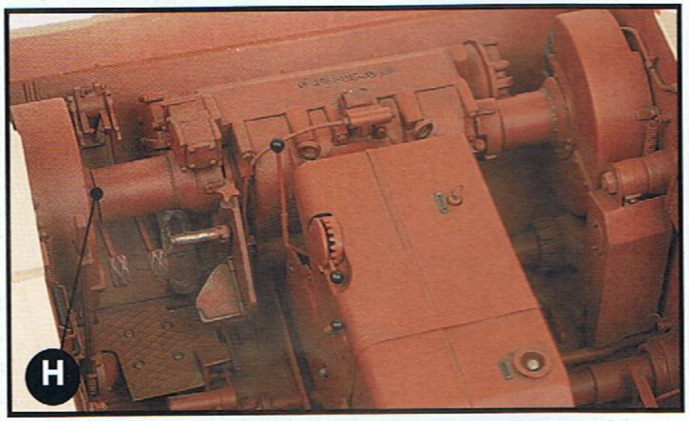
The cable conduit which runs the length of the hull **G** was made from plastic rod and is seen here during test fitting into the hull. The conduit runs through a cut out section in the oil reservoir leg (not pictured) which complicates things for the installation of these parts.



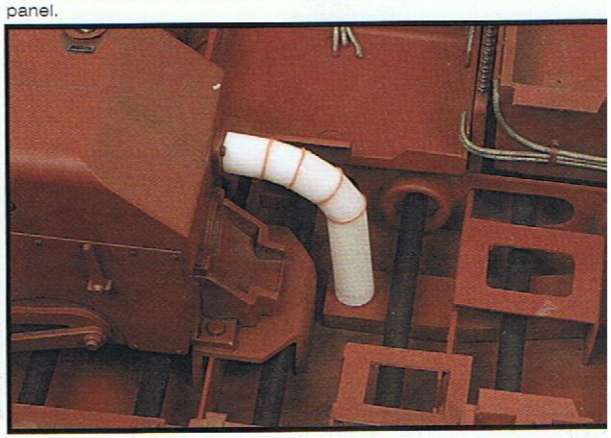
The fuel hoses which connect the different fuel tanks were finished usir
same techniques as those in the engine bay to obtain the yellowish tint
real components.



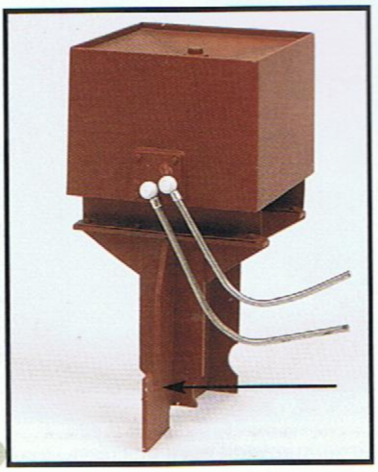
After much agonising and problems with the fit of the drive tunnels be
the brakes I decided it was time to install the transmission. The white
hole visible here is prepared to accept cabling that will link to the instr
panel.



The fitting of the transmission marks a turning point in the fitting out of the hull as the remaining parts fit around this. Note the joint of the drive tunnel **H** which will need weld detail to match the one on the opposite side.

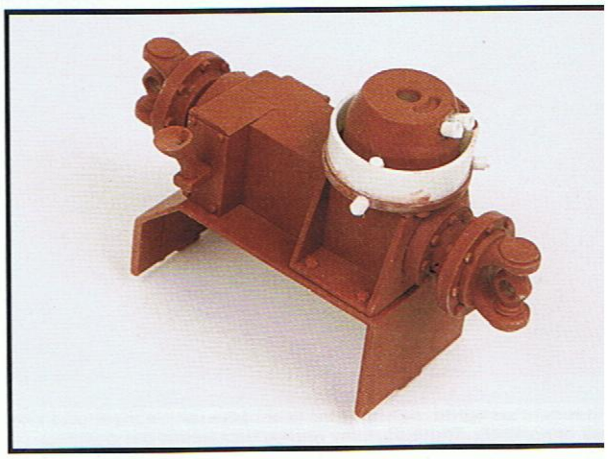


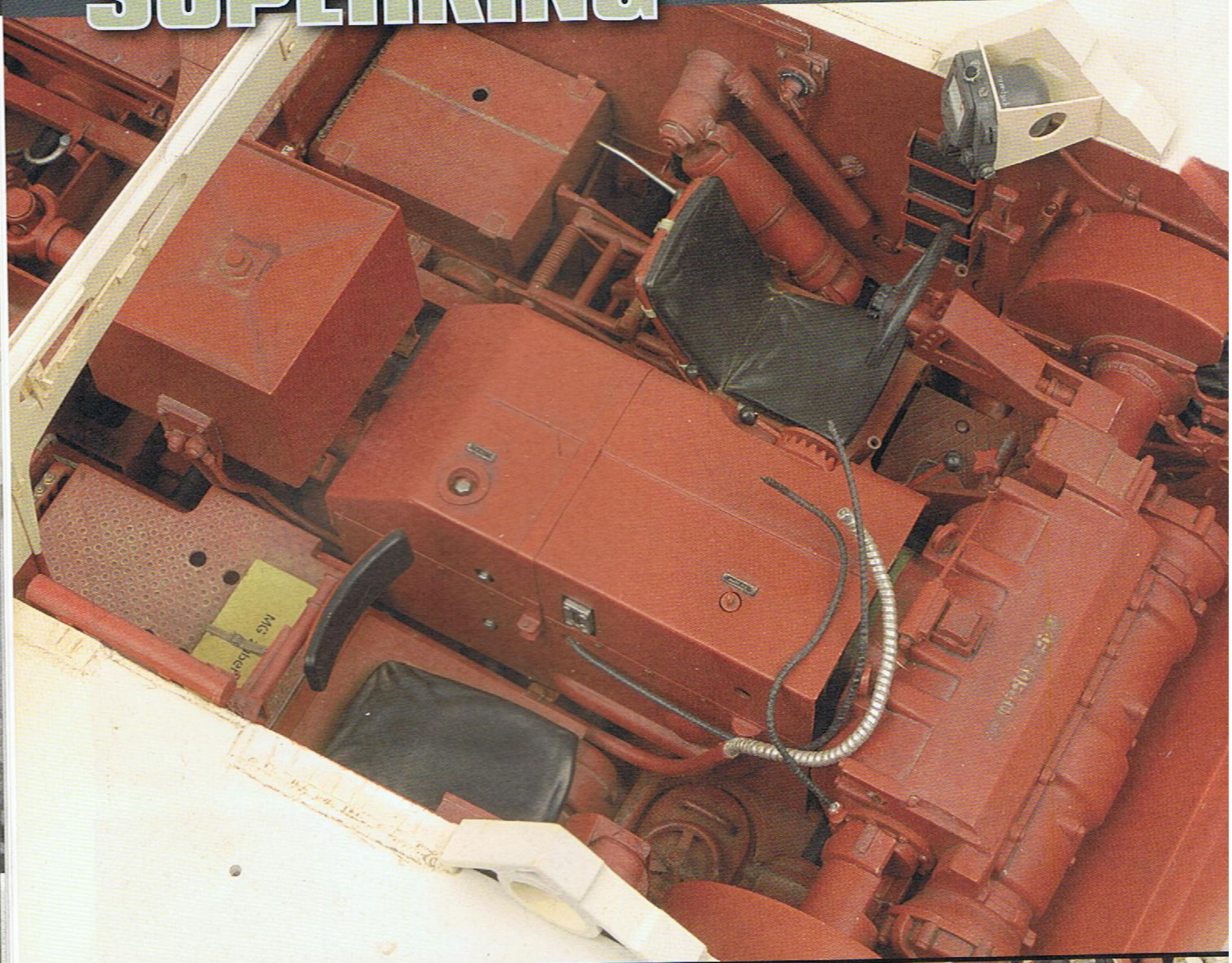
The trunking which connects the gearbox cover to the floor tunnel was
from tube and melted plastic rod for the weld details. The floor tunnel
right along the hull floor to the sirocco fan which will draw hot air away
the gearbox to cool it.

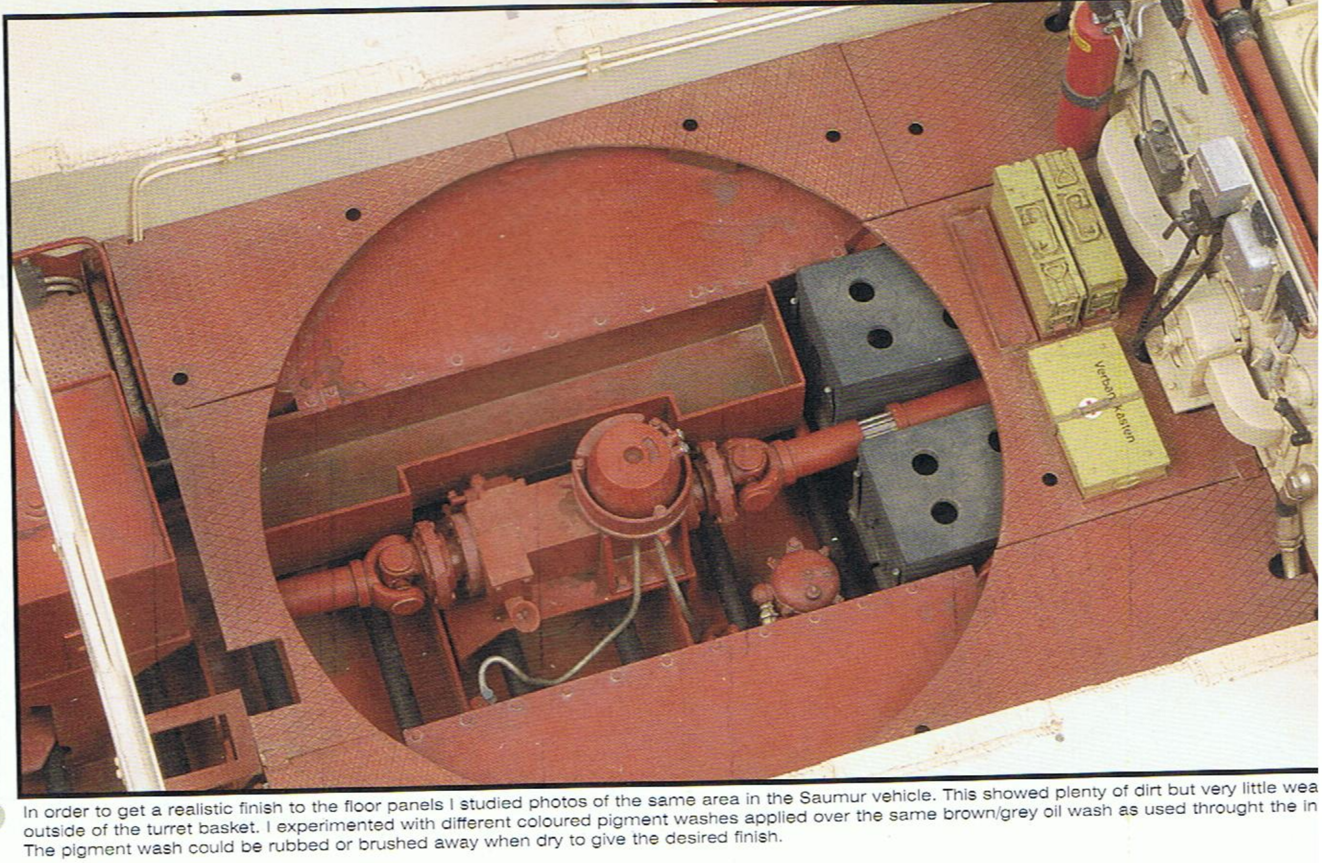


Left The oil reservoir needed to have its two connecting feed lines added. These feed and return oil to the gearbox and I had pre-drilled two holes in the back of the gearbox cover to take them. The round connectors were not easy to fabricate and were eventually turned from a length of plastic rod. Solder was used for the lines to help when aligning everything. Just visible here (arrowed) is the cut out in the leg of the stand through which runs the cable conduit.

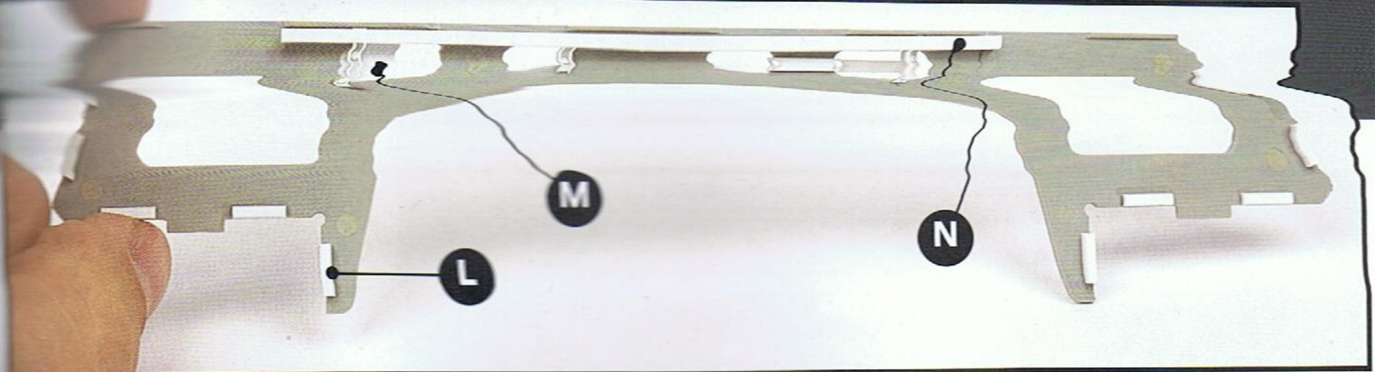
Right The power take off for the turret also required some additional detailing to the upper part. I decided to leave off the drive shaft from the top which connects with the turret to make removing the turret easier.



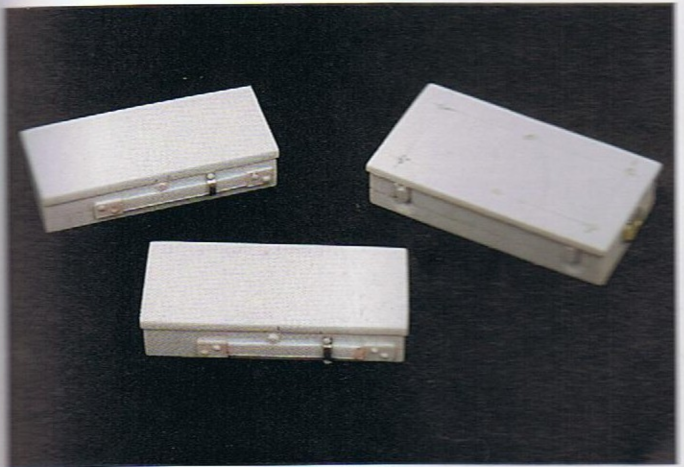




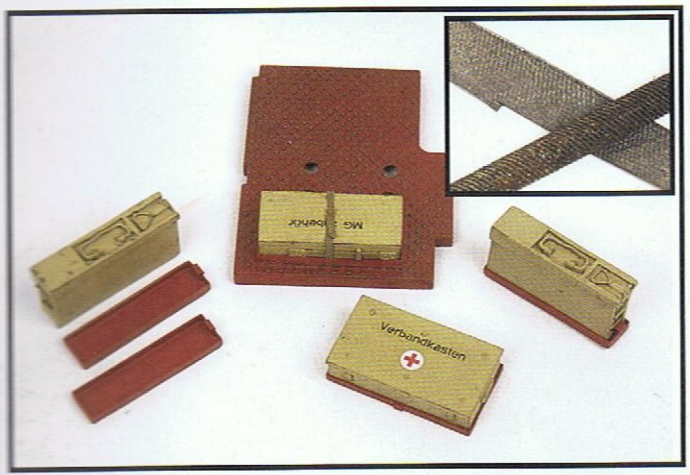
In order to get a realistic finish to the floor panels I studied photos of the same area in the Saumur vehicle. This showed plenty of dirt but very little wea
outside of the turret basket. I experimented with different coloured pigment washes applied over the same brown/grey oil wash as used throught the in
The pigment wash could be rubbed or brushed away when dry to give the desired finish.



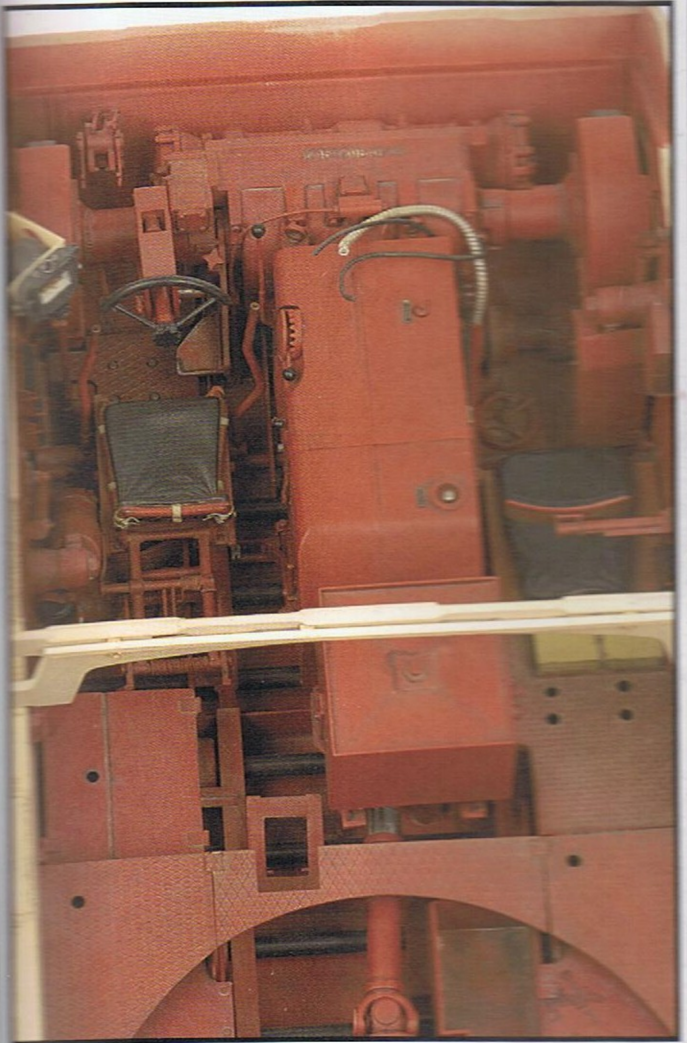
The cross beam is almost complete in this picture. New mounting blocks have been added **L** but still need weld beads. The first cut out has been partially filled **M** and new bracket detail added along with the rail **N** which is used to hang machine gun ammunition pouches from.

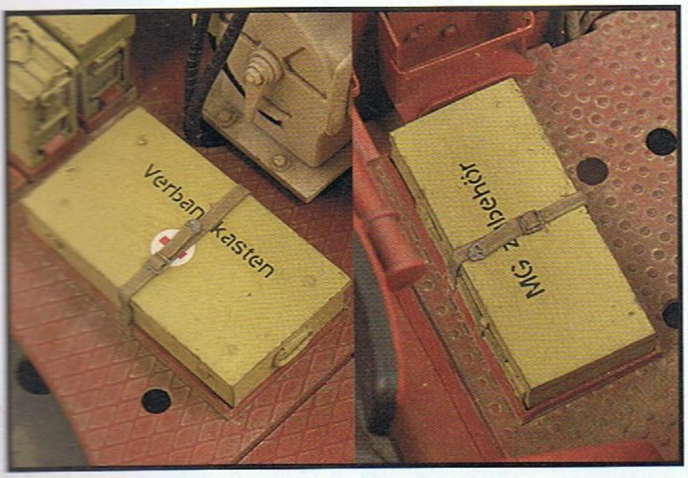


Part of the standard equipment for the King Tiger were two MG accessory cases containing the shoulder stock, bipod and strap for the two MG 34's and a first aid box. These are not included in the kit so I scratchbuilt my own.

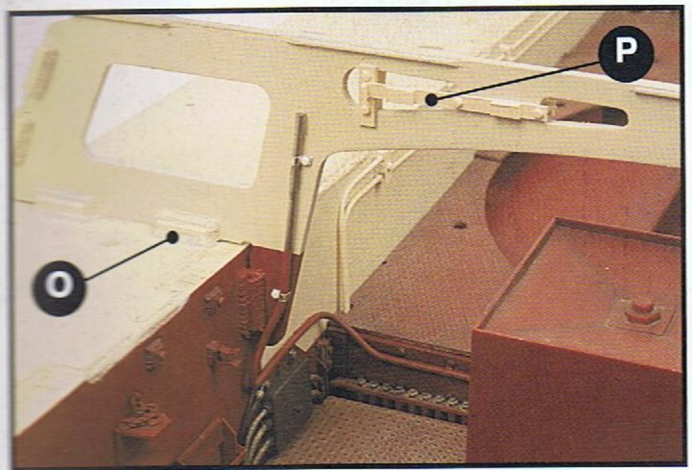


Also scratchbuilt were the three trays to hold the MG ammunition boxes, the boxes come from the Verlinden range. The webbing straps used to hold the MG accessory case were made by texturing some lead sheet with a file.





The completed boxes with their straps.



With the cross beam fitted the weld beads **O** were added and the electrical conduit could finally be fixed into position. The bracket **P** is to carry a demolition charge still to be added.

The project continues in the next Issue.

Keeping Track - new releases

WW II British Paratroopers with Welkbikes
041
Tristar
Scale 1/35 Series 041

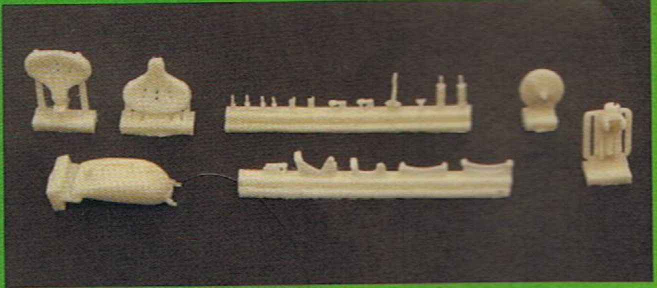
Tirstar 1:35 WWII British Paratroopers with Welbikes

Tristar are back after a small break with the Welbikes that were announced just before everything went quiet. The kit contains two of the tiny bikes with their containers and two figures, one of which can be assembled either as a rider or as a standing figure holding the bike. There is a small etched fret which contains spokes for the wheels, drive chains, weapons slings and even tiny brake levers. Also included are some small sections of camo net with which to patch in the inevitable blank areas around the rim of the Para's helmets. It would have been better to supply the whole camo net like this to fit over the whole helmet and I doubt if these small sections can be matched up successfully with the moulded on nets. However two plain helmets are also included. The bikes are supplied with a small jig to shape the spokes which will make assembling the wheels easier. There is a choice of two differe designs of fuel tanks and the bikes can be modelled in either folded down or assembled configurations. The parachute containers are moulded in two halves with a detailed interior includes etched tie down loops and latches. There is a small sheet which includes stencils for the drop container although guide to their position, serial numbers for the bikes and rank unit insignia for the figures. The figures themselves are well detailed although the fit of some of the parts is not ideal. Eve texture of the scarfs included and the faces have been split f the rest of the head down the line of the chin strap in Dragon 2 style. All in all it is another very tidy release from Tristar and much in keeping with their usual high standards.

Sovereign 2000 1:35th Pz II Turret Bin

One of the features of the old Tamiya Panzer II Ausf F/G from the 1970's was the turret bin, not a terribly common sight but still something that all the recent modern kits have overlooked. Sovereign 2000 have therefore released this simple resin set to fix this oversight. The single piece casting features rivet detail on the lid of the bin and delicate latch detail. All you need to do is cut off the casting plug and it is good to go

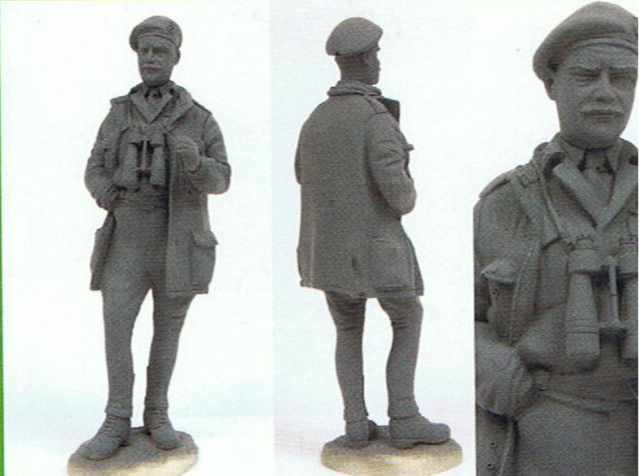
Sovereign 2000 1:35th Zundapp KS 750 Update for the Lion Roar Kit



Given the compact dimensions of the Lion Roar Zundapp kit th upgrade set is designed for this set is a collection of fairly smal parts! The upgrade set includes a new fuel tank, front and rear saddles, front and rear seat brackets, front wheel hub, handleb grips, foot pedals and an assortment of other small details like plug caps. The quality of the moulding is immaculate which giv size of some of the smaller parts is critical and these are very aimed at those who want the last word in accuracy. Because t are two motorcycles supplied in the Lion Roar kit this set conta two sets of parts also and there is a good set of photographic instructions to show which parts to replace. Highly recommenc anyone wanting to get the best from the Lion Roar kits.

Sovereign 2000 90mm Airborne General

I think that I am correct in saying that this is the first figure of what will be a range of figures in this scale from Sovereign 2000. Cleanly cast in resin the figure is supplied in six parts including the small base and the proportions are excellent, capturing perfectly the relaxed pose and the effect of the different layers of uniforms. The face is equally well handled with excellent characterisation and the figure, sculpted by Tony Williams is based on an archive photograph, and a basic guide to colours is included with the figure.



Model Design Construction

Thixo Cyanoacrylate Adhesive

For anyone who struggles to control CA glue this extra thick variety will be most welcome. It is supplied in a generous sized tube from which it is probably best decanted for use. The glue does seem a little thicker than other mainstream gel varieties and once dispensed from the tube it has a good long working life before it starts to go off (several hours) which is useful whilst maintaining the usual instant bond qualities associated with CA glues. Certainly a useful adhesive to have to hand and supplies can be obtained from Model Design Construction who supplied our sample.
www.ModelDesignConstruction.com

ASON
TECHNOLOGIES
CYANOACRYLATE ADHESIVE
THIXO
20G

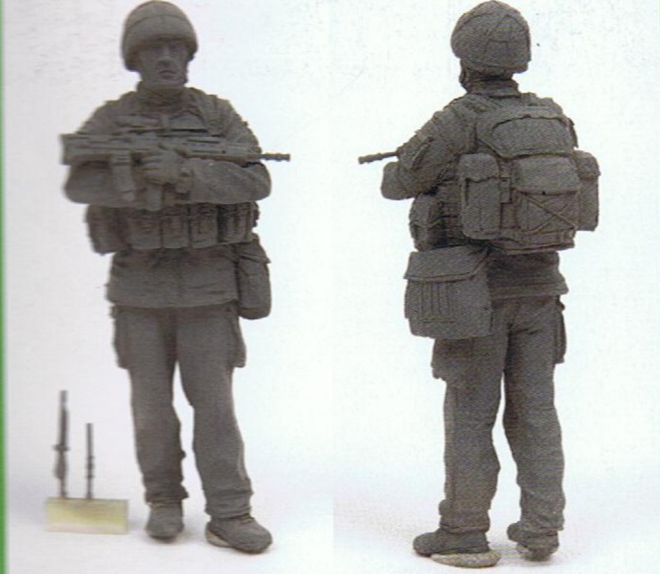
Mr Hobby Mr Glue Applicator

This is a really handy new set of tools from Mr.Hobby which consists of three different shaped applicators and a small tub in which to decant your glue or filler of choice. I often use a cocktail stick to apply CA glue and the pointed tool in this set will do the same job. The two spatual shaped tools are ideal for spreading glue over a bigger area and they are also ideal for applying filler. The slightly flexible tips allow you to get a really smooth finish so that further sanding may not even be necessary. The tools are manufactured from a material that is resistant to the glues and fillers like Mr Surfacer and any residue can simply be peeled off when dry. Simple but extremely effective and I will be including these in my set of essential tools on my workbench. Our sample was kindly supplied by Model Design Construction
www.ModelDesignConstruction.com

Mr Hobby Pro-L and Pro-H Putty

These are two new types of two-part epoxy putty from Mr Hobby. 'L' standing for light and 'H' for heavy although it has to be said both packs are very lightweight - not something that you normally associate with putty. With both packs labelled entirely in Japanese I am probably missing the finer points or intended uses of both and I have only had time to conduct limited experiments with the Pro-L. First impressions are that once mixed the putty is quite sticky but it will roll out with reasonable ease and will spread and smooth with ease. Drying time seemed a little quicker than for some other brands and once dry it can be cut or carved without problems. More details about both putties can be obtained from Model Design Construction who supplied our samples.
www.ModelDesignConstruction.com

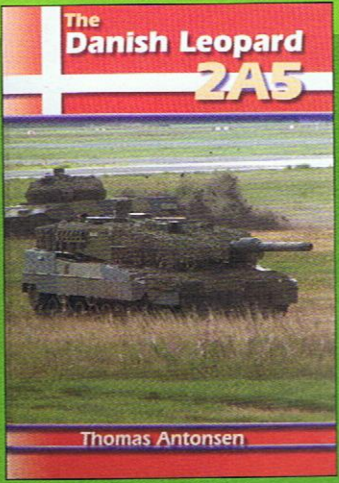
エポパ PRO-L
エポパ PRO-H



Wee Friends 1:35 Modern British Infantryman

Modern British figures are not that common so it is pleasing to see this gap being filled and this example from Wee Friends is really very good. The infantryman who stands cradling his SA 80 is dressed in full combat kit with body armour and backpack and the attention to detail on the equipment is first rate and it is all hanging in a natural looking way and even the textured velcro strips are replicated. The weapon and head are moulded separately and the rifle is supplied with three separate examples of the gun barrel, one of which includes a bayonet which is a nice touch. He is ideal for OIF or Afghanistan scenarios and for more information on this and the rest of the Wee Friends range visit www.friendshipmodels.com

Keeping Track - new releases



Chapter Four
Commander's sight
Danish Modifications in Detail

The Danish Leopard 2A5

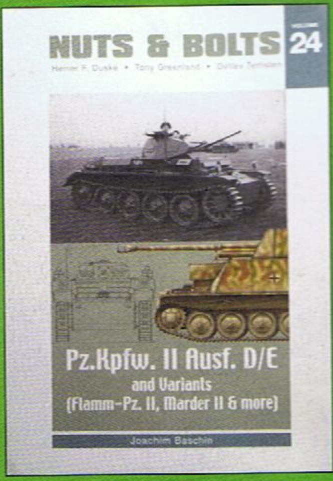
By Thomas Antonsen

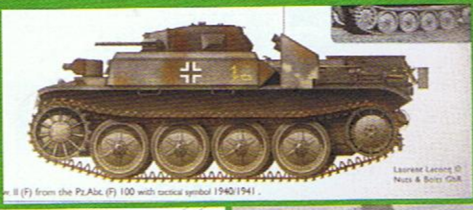
Published by Barbarossa Books

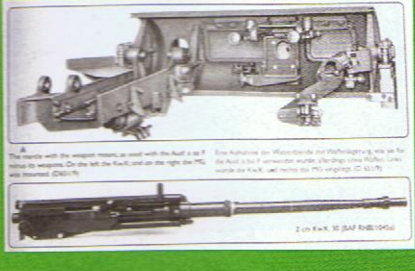
Hard back Portrait format 172 pages

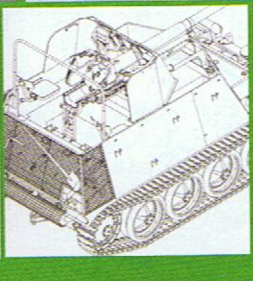
ISBN 978-1-84768-027-3
www.barbarossabooks.co.uk

Probably the first thing that you need to know about this book is that it has been written by a modeller with the requirements of the modeller in mind and the book begins looking at the background to the procurement of the Leopard 2A4 by the Danish Army and its previous use of the Leopard 1A5 and then the 2A5. The book clearly lays out the differences that characterise the Danish 2A5 and then moves on to study all these differences in detail with big colour photos of all these modifications. Where appropriate, panels or doors are opened to show interior detail and there are also pictures of the interior of the crew compartments as well. The next chapter covers maintenance with magnificent pictures of the engine bay and the power pack packed with all the vital detail that the modeller craves. Track maintenance is also covered as is the procedure for cleaning the mud from your Leopard and road, rail and air transportation are also covered. In the field - there is detailed coverage of a unit of 2A5's on training exercise with g shots of the vehicle, crews and ammunition and a superb sequence of pictures showing the tanks undergoing urban co training. Tests of the vehicle in hotter conditions and with camouflage to match are covered next along with the Barracu camouflage netting and slat armour and deployment of the D vehicles in Afghanistan is also well documented. The book concludes with a detailed look at the modelling possibilities a some excellent plans. This is an excellent comprehensive stu the Leopard and delivers everything that the modeller require making it an essential reference for the modern armour enthu which I can only highly recommend.




Laurent Lecocq © Nuts & Bolts GbR
II (F) from the Pz.Abt. (F) 100 with tactical symbol 1940/1941.





Nuts & Bolts Volume 24
Pz.Kpfw. II Ausf. D/E and Variants

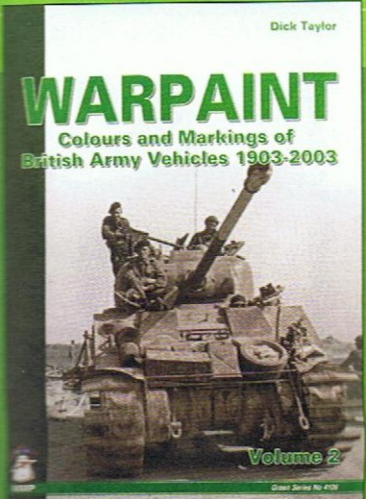
By Joachim Baschin

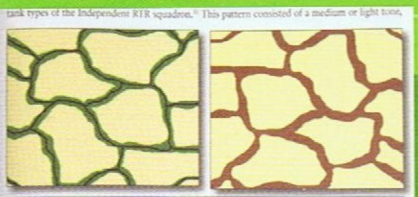
Published by Nuts & Bolts

Soft back Portrait format 160 pages English/Ge text

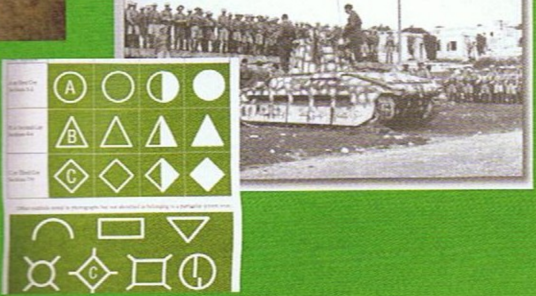
email: hfd.duske@t-online.de

Surely the most comprehensive study of this particular vehicle to date this is also one of Nuts & Bolts biggest books to date at 160 pages. Given the relative obscurity of this vehicle and its variants the depth of coverage provided here is even more impressive and the book is packed with archive images, many of them previously unseen. The format of the book follows the usual Nuts & Bolts approach except that with no preserved examples in existence there can be no walkaround features. The standard gun tank is well covered with archive images some showing it in combat in Poland, plans and drawings with drawings showing details of the track, running gear and suspension. Details of the internal layout and the turret with a cross sectional view are also provided. The book then looks at the rarely seen bridgelayer modification where once more plans are provided before moving onto the Flammpanzer which has some 26 pages of archive images and then plans. Next examined is the tank hunter variant, officially designated Pz.S 7.62cm Pak 36(r) but more commonly known as the Marder modellers. Once again there is an incredibly rich selection of archive images which provide the modeller with plenty of po subjects but the illusive interior detail photos have not mater even in this thorough study of the vehicle. Driver training vari and the use of the Flammpanzer turrets in fixed defensive p is discussed with pictures of surviving turrets. The colour pro section covers the gun tank, flammpanzer and Marder with to the ammunition types and unit markings and the book concludes with a modelling guide by Tony Greenland. Absol first rate reference for the German armour fan and this is the definitive study on this family of vehicles and highly recomm





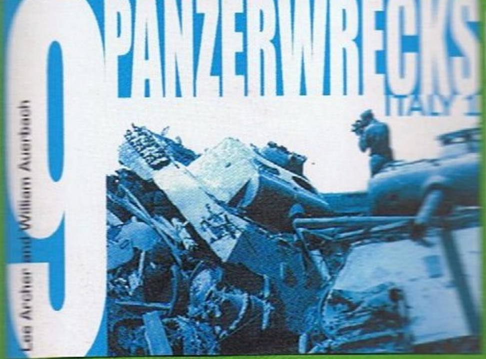
tank types of the Independent RTR squadron. This pattern consisted of a medium or light tone,



Warpaint
Colours and Markings of British Army Vehicles 1903-2003   Volume 2
By Dick Taylor

Published by Mushroom Model Publications
Soft back Portrait format 176 pages
ISBN: 978-83-89450-48-7
www.mmpbooks.biz

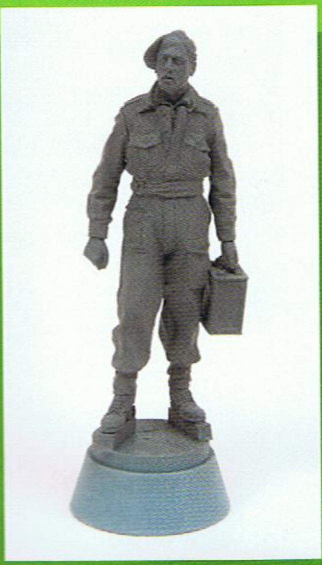
This is the second volume in this excellent series on British Army colours and markings and it begins by looking at paint and camouflage during WWII, a subject which is split into no less than thirty different sections covering subjects from Mickey Mouse pattern, Caunter schemes, Tunisia, and the Far East. Each section is well illustrated with a mix of both colour and black and white images, diagrams and contemporary guides. The generous quantity of images make this a valuable modelling resource and care has obviously been taken to find appropriate images to illustrate different schemes but also to avoid some of the predictable picture choices. Sub unit markings and call sign systems make up the second half of the book. Here the mysteries of the assorted geometric symbols and codes often seen on turrets and still in use today is explained from its origins until the present day and for example, this includes details of the fume extractor marking system used by the 2RTR during Operation Telic in 2003 on their Challenger 2's. The wealth of detail included makes this an absolutely essential reference for anyone interested in modelling British Amour. It clearly sets out the rules and regulations for specific campaigns or periods but also takes time to show the inevitable exceptions or anomalies. With a further two volumes to be published this promises to build into the definitive study into this complex and sometimes controversial subject. A highly recommended key reference for the modeller.



Panzerwrecks 9 - Italy 1
By Lee Archer and William Auerbach

Published by Panzerwrecks
ISBN 978-095559406-9
Soft back Landscape format 96 pages
www.panzerwrecks.com

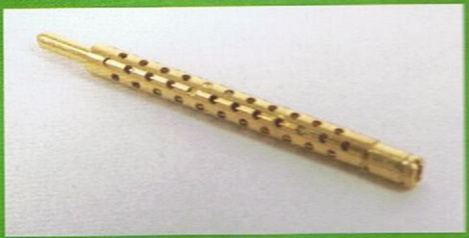
The Panzerwrecks team of Lee Archer and Bill Auerbach bring us another great collection of images, this time themed on the campaign in Italy. As might be expected there are plenty of the usual suspects, Panthers, Tigers and Panzer IVs but interspersed among these are some slightly more obscure and rarely seen vehicles, such as the Italian 'panzerjager', the slightly clumsily named M41 90/53 801(I) and the P40. The feature articles start off with a sequence of images taken 'on the road to Pontedera', a collection of wrecks belonging to the 26th Panzer Division, including some well known shots of Panzer IVs but as we have come to expect other shots of these are also shown which is always useful. Next is a feature on the Panzer II (F), again from 26 Panzer Division. Included are technical intelligence photos of various components of interest as well as some great interior shots as well as some sketches created for the report. Some quite extensive text accompanies this giving many details of the vehicle and it's employment. 'Taming the Tigers' covers several Tiger Is of both the heavy tank battalions employed in Italy, the 504 and 508. It's always nice to see new shots of Tigers, and Italian theatre vehicles are quite thinly covered compared to those in the West or Russia so these are very welcome images. Finally 'Panther forts at Anzio' is a sequence of pictures of some wrecked Panthers which have been utilised as cover by infantry with defences built from debris around them. The rest of the images cover a wide variety of vehicles employed by the Germans, including Stug III, Nashorn, various half tracks and armoured cars as well as a smattering of Italian tanks to complete the picture. Once again, inspiration and information from start to finish, can't ask for more than that. Thanks to Lee Archer for the review sample.

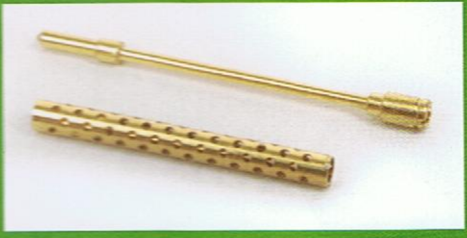


SKP Model 1:35 British Soldier with can

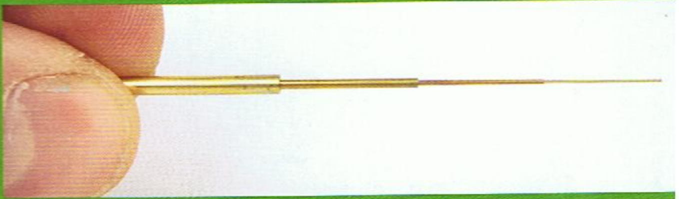
The latest figure release from SKP is a casually posed fellow standing with a small can in one hand. The absence of webbing gives the figure a good deal of flexibility as he could suit any number of vehicles as a crew figure or work as well as an infantry figure and it would be easy to replace the hand with the can to create a different pose. The quality of the sculpting is very good with the tight-waisted battle dress blouse captured perfectly and soft fold detail giving the correct look to the garments. The head is equally well handled and again as this is moulded separately it is easy to substitute this for more variety. A nice addition to SKP's growing range of figures. www.skpmodel.eu

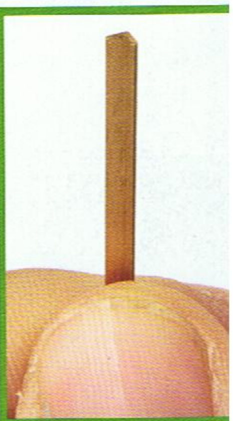
SKP Model 1:35 Browning Gun Barrel





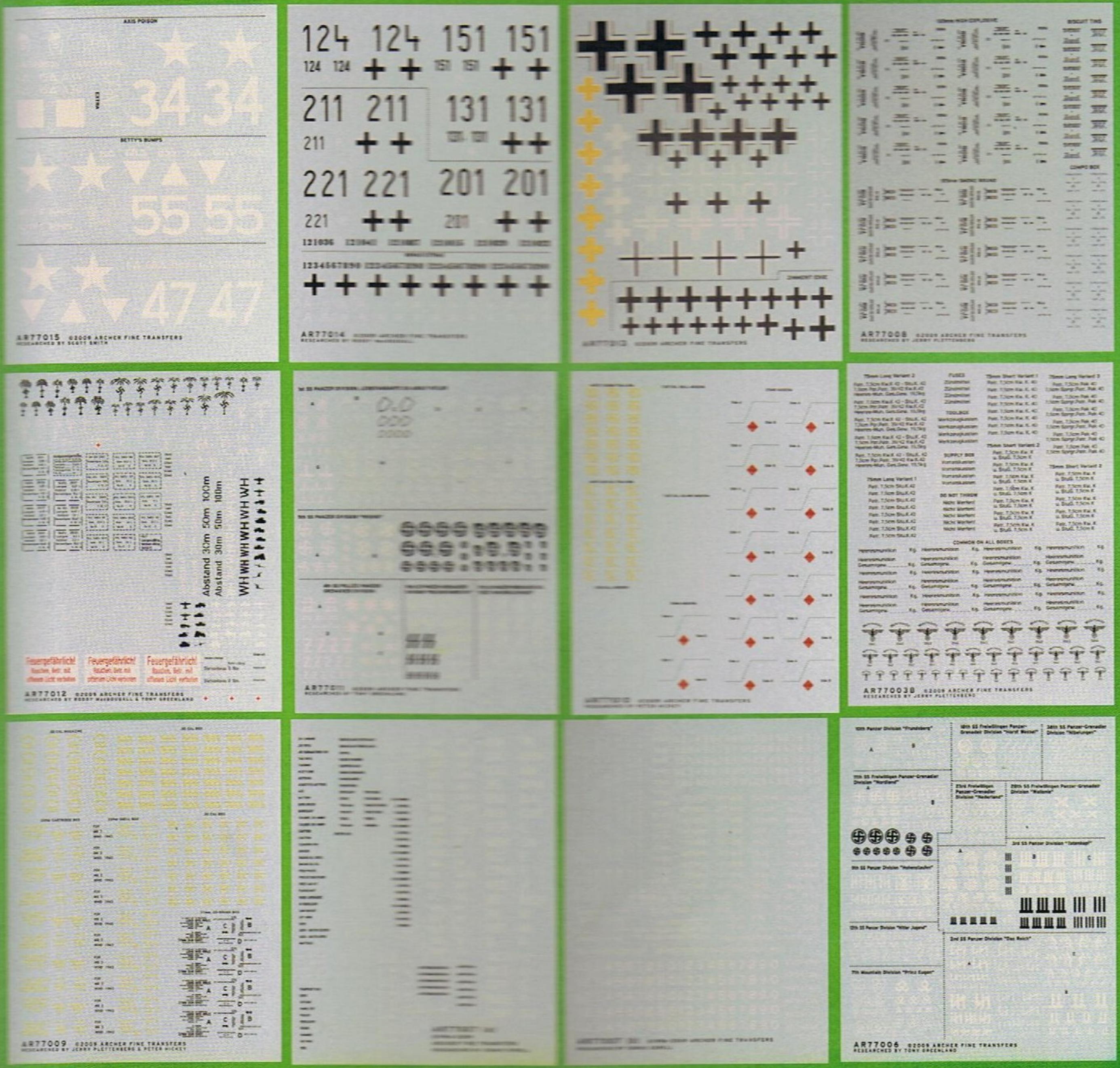
SKP have also released their version of the .30 Cal Browning machine gun barrel the single barrel is supplied in two parts, the inner barrel and outer perforated cooling sleeve. The two parts are perfectly machined for a precision fit and the muzzle end of the barrel features the distinctive slot. A very nice replacement barrel which will improve the look of any injection moulded .30 Cal. www.skpmodel.eu





Albion Alloys

With the move to more and more photoetched parts many modellers are using more and more metal components to detail and build their kits and precision rod and tube is always an important modelling resource. Supplies of these are not always easy to find but Albion Alloys have sent a selection of products from their extensive range of metals aimed at the modeller, a range which includes sheet, tube, rod, strip, square tube, micro tube and angles available in a choice of metals. As well as the more standard sheet, tube and rod selection Albion specialise in a range of slide fit rod and tubes which is something modellers will find especially useful. Pictured above we have a slide fit brass tub selection pack with sizes from 2mm down to 0.3mm. Below this i 1.6mm x 353mm square brass tube and below this 1mm wide x 305mm copper, aluminium or brass tubes. On the right is a 2mm 2mm brass angle section. More details of the full range and how t obtain the products visit www.albionalloys.co.uk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2nd SS Panzer Division "Das Reich"
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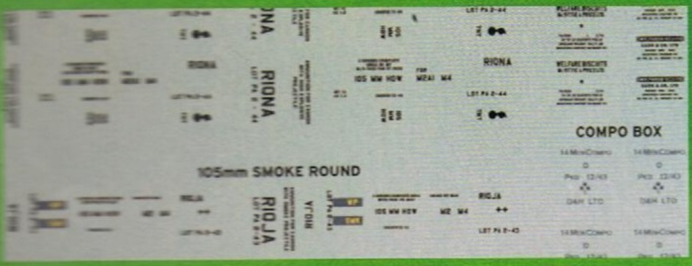
RESEARCHED BY TONY GREENLAND

AFT Decals

A new name in water slide decals? Well no, not entirely – AFT Decals are a new division of Archer Fine Transfers, renowned for their extensive range of dry rub transfers their products will be familiar to most armour modellers. The guys at Archer recognise that for very fine detail like stencilling wet application has certain advantages and hence the new division AFT Decals have been established. Without the opaque carrier film of the rub down range the crispness of the wet decals looks even better than usual and the quality of print and registration is of course perfect. There are twenty different 1:35th scale sets in the first batch of releases, but with ten different sets of German ammunition box stencils for the full range of munitions in both black and white lettering we have chosen to show only one of these sets. There are two sets of German Waffen SS Panzer/Panzer Grenadier divisional markings AR77006, AR77011, and WWII German Balkenkreuz AR77013 which includes examples to apply over zimmerit. AR77012 is a set of Miscellaneous WWII German vehicle markings which includes shipping stencils and Afrika Korps palm trees. AR77014 contains markings for six L.A.H. Panthers from the Ardennes and AR77015 has markings for three US 6th Armored Division Shermans.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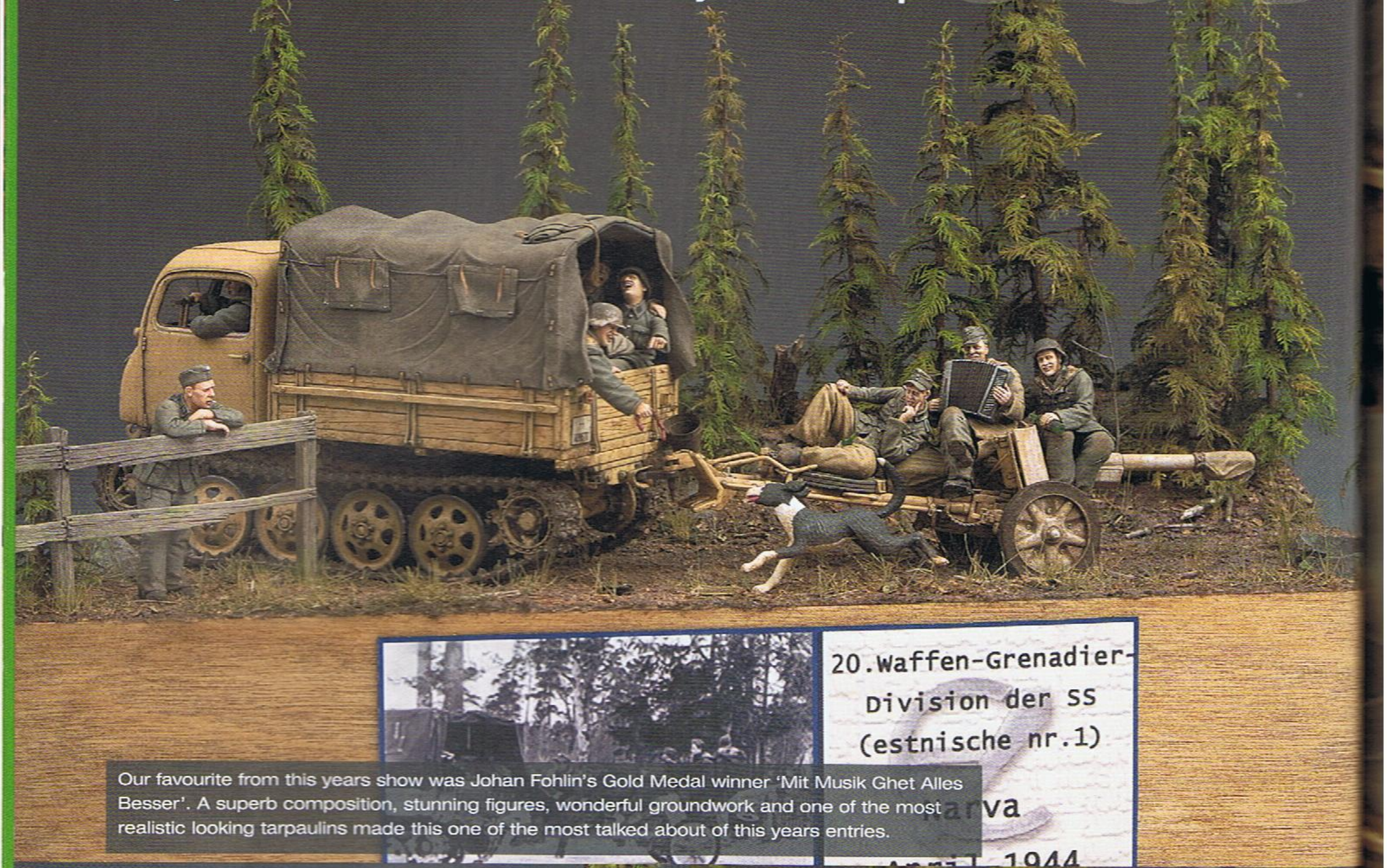
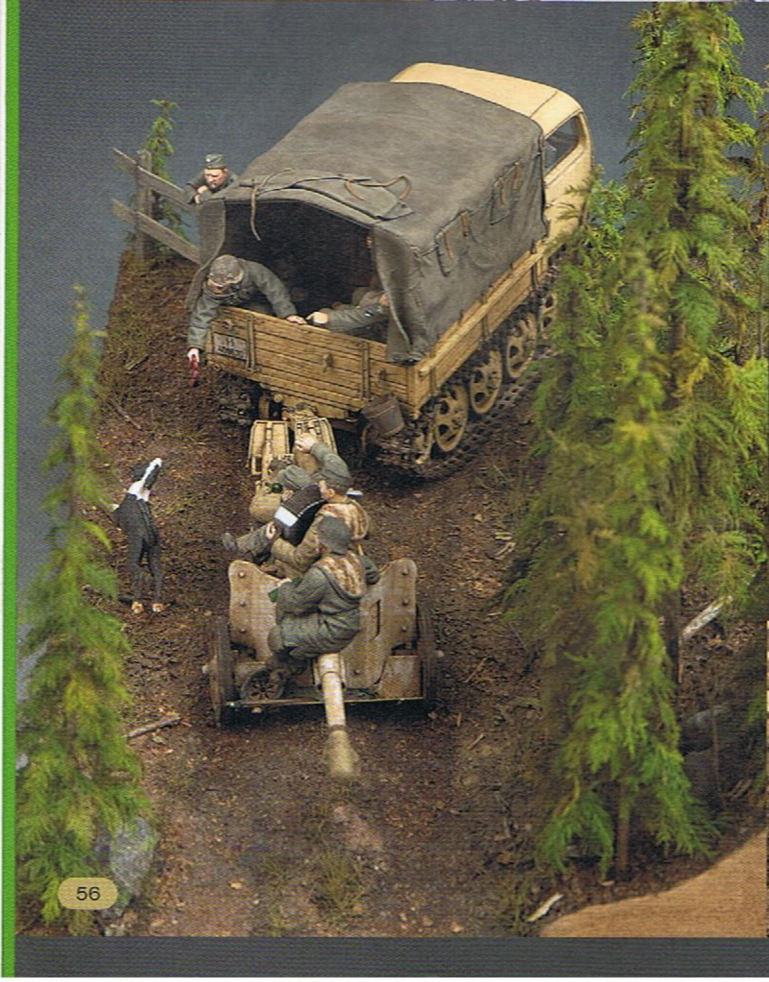
AR77007 is a two sheet set of US vehicle interior and exterior stencils and markings and AR77010 has stencils for NATO and modern ammunition boxes. British Compo ration boxes, biscuit tins and 105mm ammo box stencils are supplied on AR77008. AR77009 contains ammo box stencils for 37mm, .30 Cal, .50 Cal and 25Pdr boxes. Not pictured are AR77001 German ammunition box stencils for rifle, 20mm, 37mm and 50mm. AR77002 for German 88mm boxes, AR77003 for 75mm ammunition, AR77005 for 100mm, 105mm and 150mm ammunition and AR77005 for Nebelwerfer and Wurframen boxes. All these are available in either black or white versions.

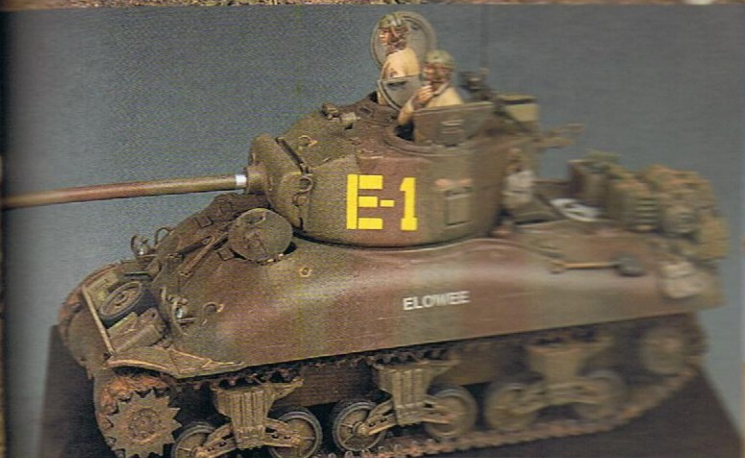
EURO MILITAIRE 2009

Inspirational entries from this years competition

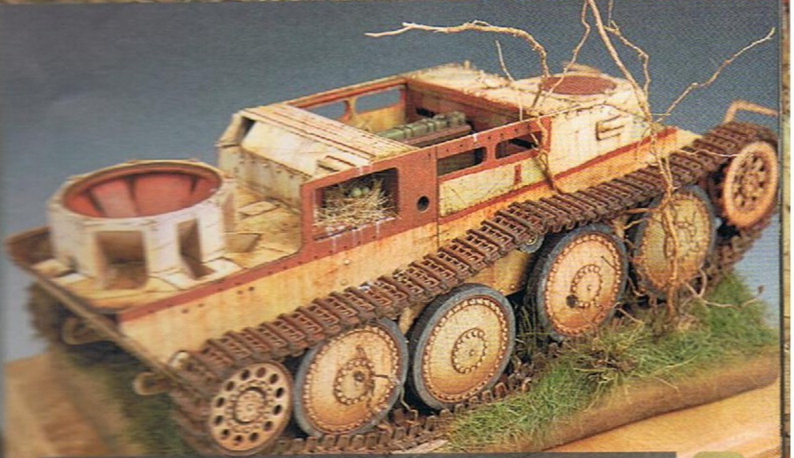

20.Waffen-Grenadier-
Division der SS
(estnische nr.1)
Narva
April 1944

Our favourite from this years show was Johan Fohlin's Gold Medal winner 'Mit Musik Ghet Alles Besser'. A superb composition, stunning figures, wonderful groundwork and one of the most realistic looking tarpaulins made this one of the most talked about of this years entries.

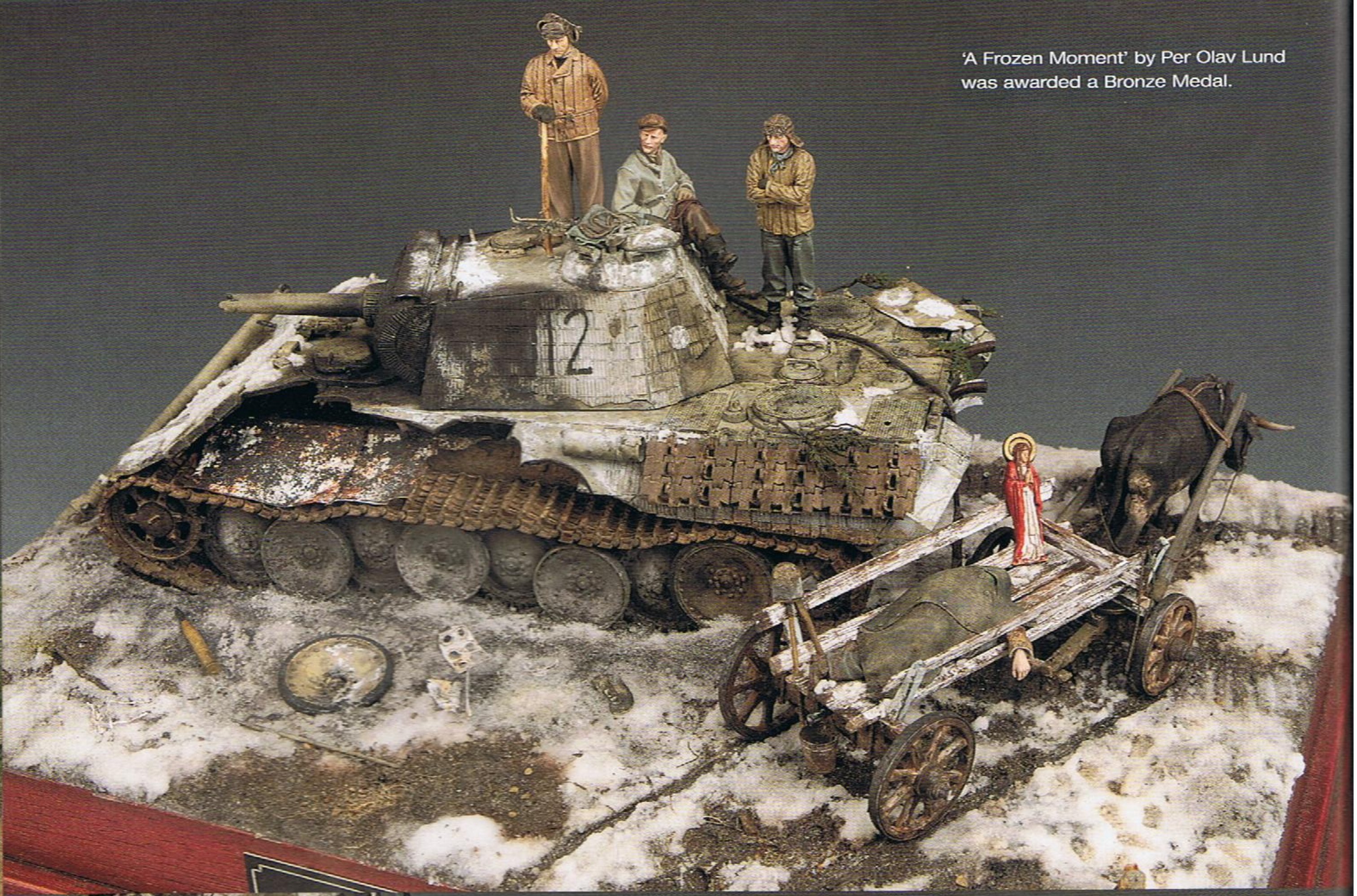




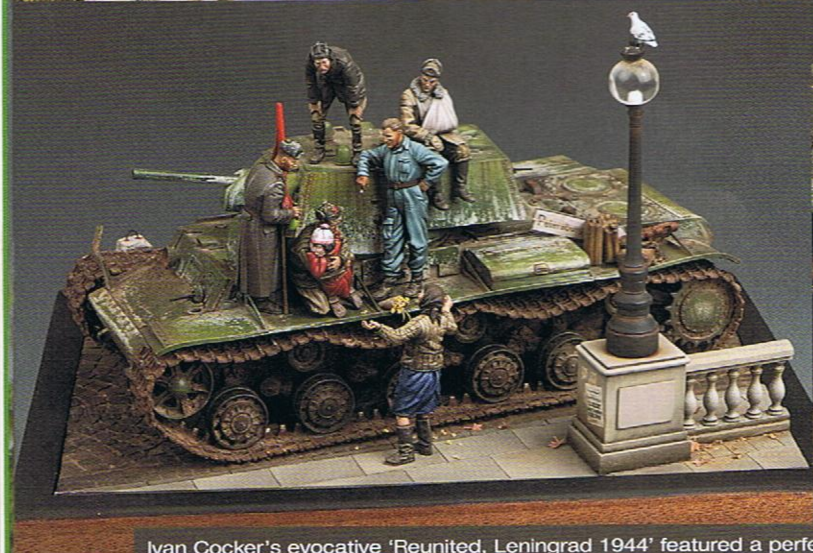
One of the few 1:48th scale entries was Fraser Grey's colourful M4A1(76)

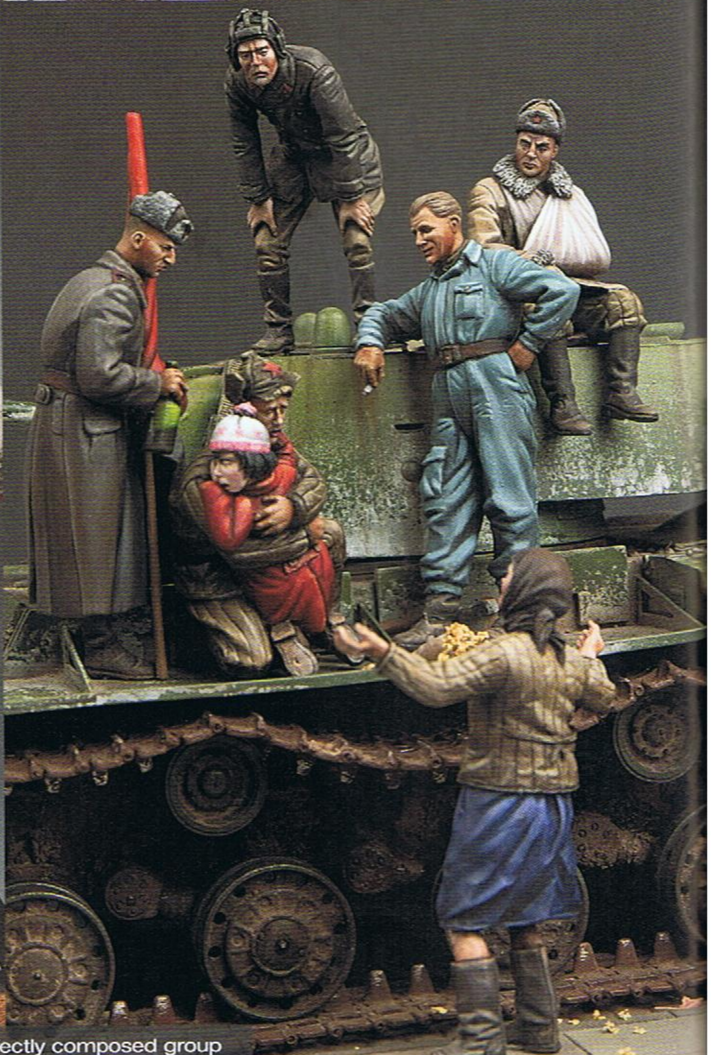


Pascal Tognoni's abandoned Flakpanzer 38(t) won Gold.

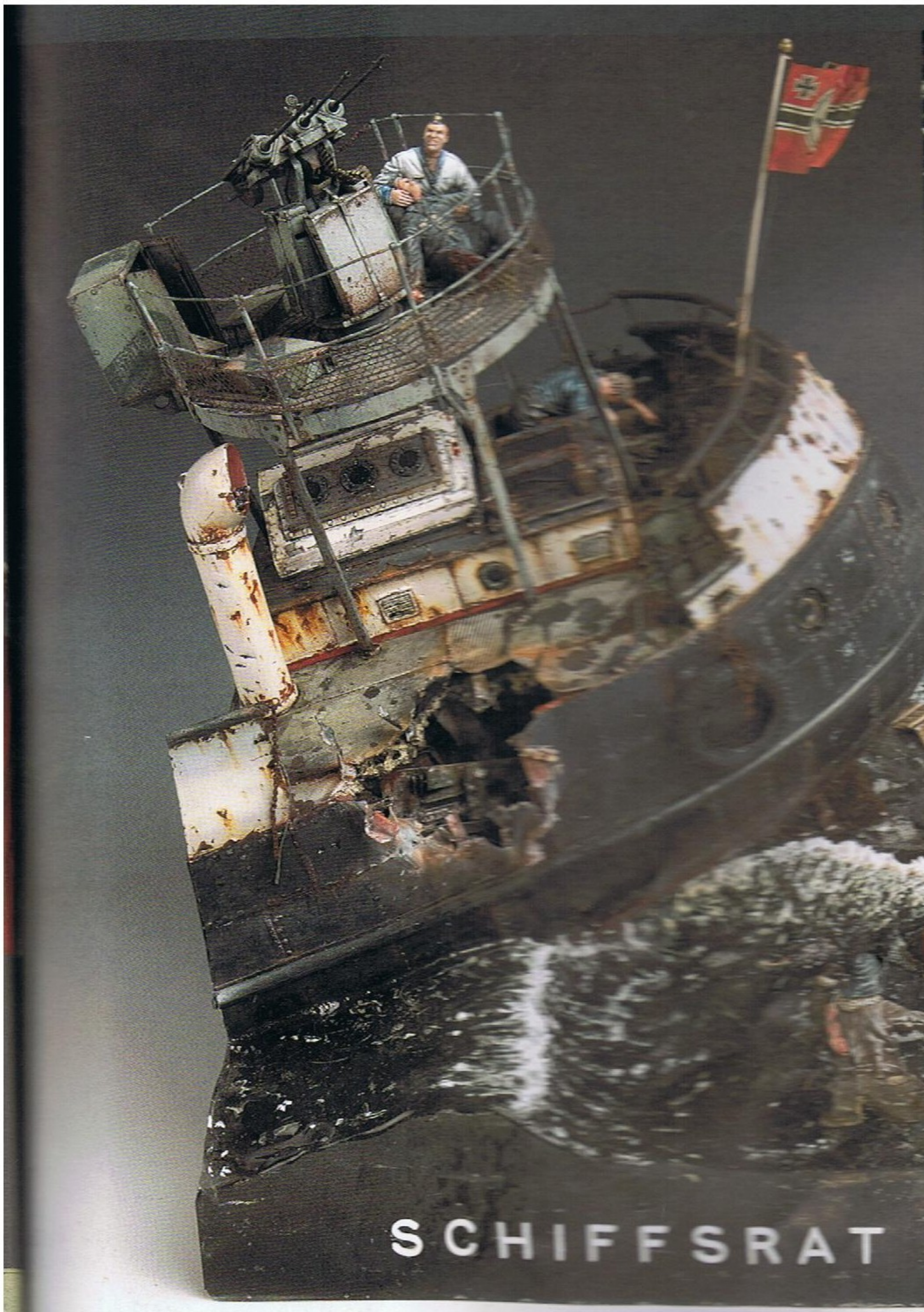


'A Frozen Moment' by Per Olav Lund was awarded a Bronze Medal.



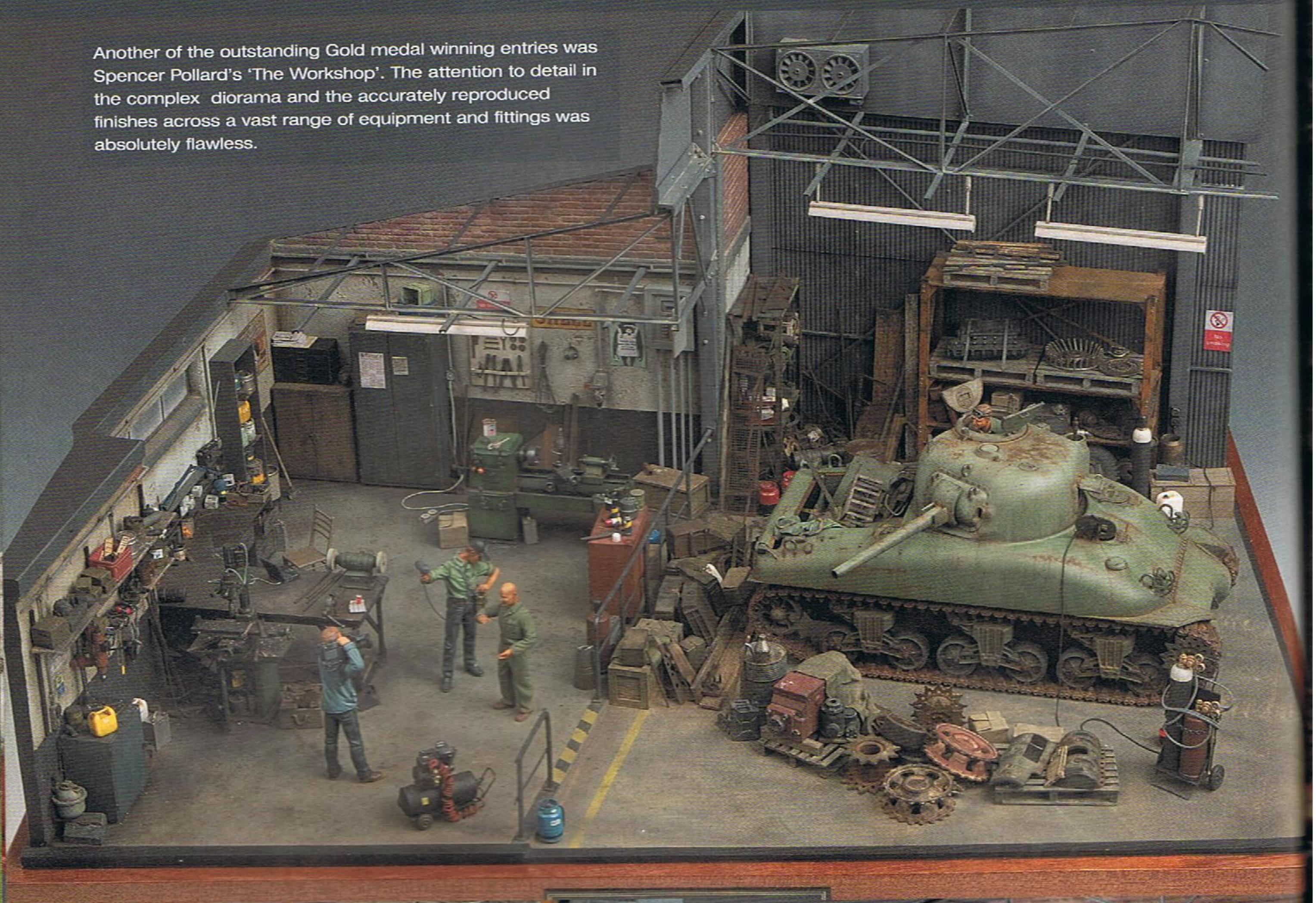


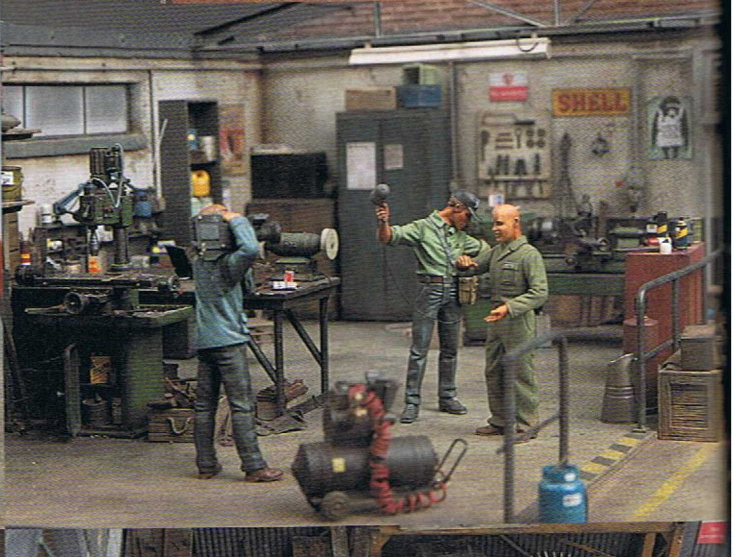
Ivan Cocker's evocative 'Reunited, Leningrad 1944' featured a perfectly composed group of figures which immediately conveyed their story and was awarded a Silver Medal.

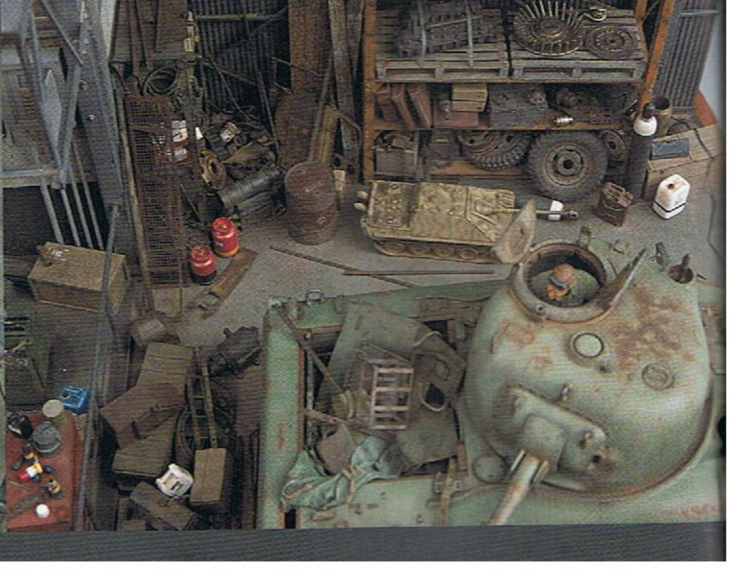


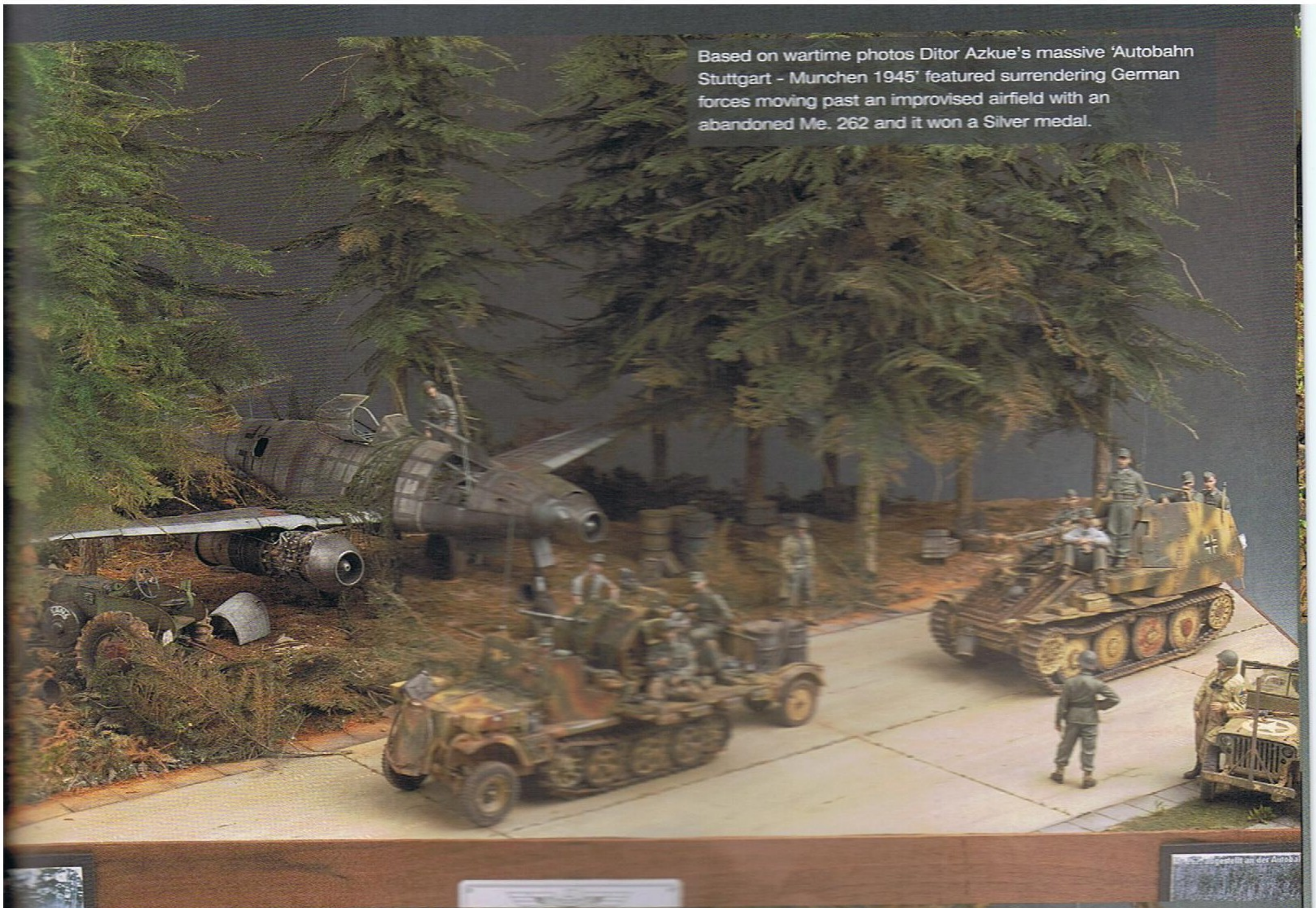
Ulf Blomgren won a Bronze for his dramatic 'Schiffstratten' the attention to detail and rust effects on the sinking stern were complimented by a highly realistic sea.

Another of the outstanding Gold medal winning entries was Spencer Pollard's 'The Workshop'. The attention to detail in the complex diorama and the accurately reproduced finishes across a vast range of equipment and fittings was absolutely flawless.

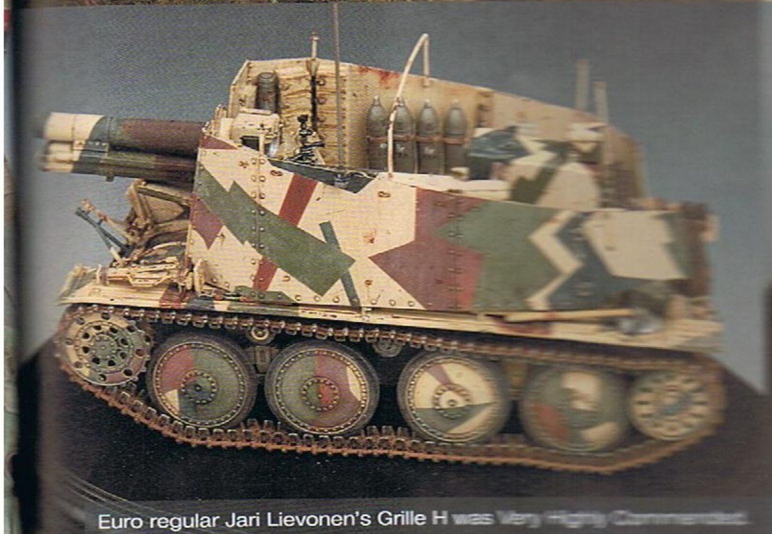




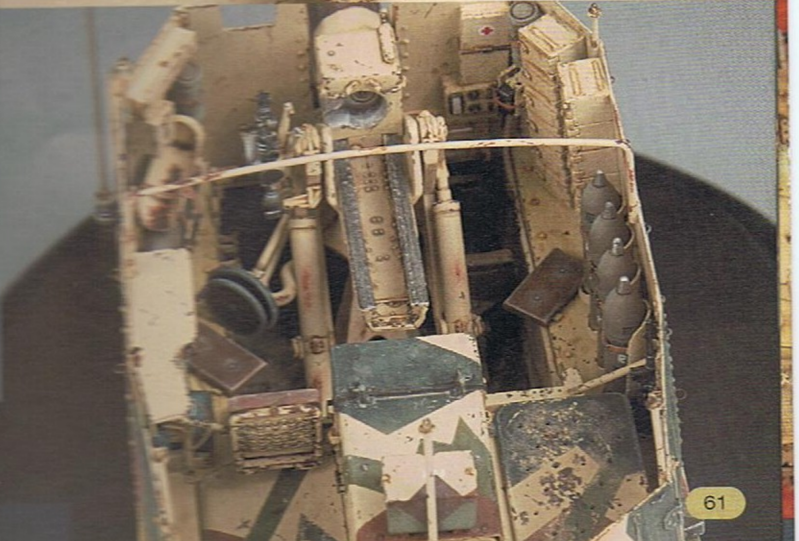




Based on wartime photos Ditor Azkue's massive 'Autobahn Stuttgart - Munchen 1945' featured surrendering German forces moving past an improvised airfield with an abandoned Me. 262 and it won a Silver medal.



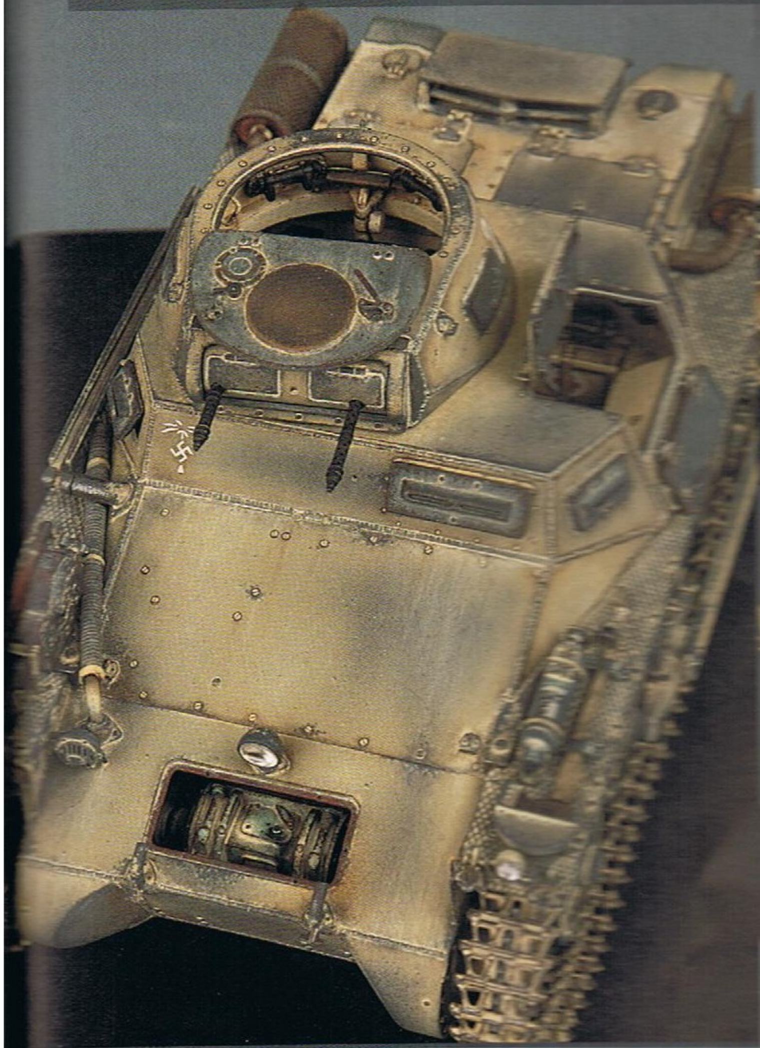
Euro regular Jari Lievonen's Grille H was Very Highly Commended.

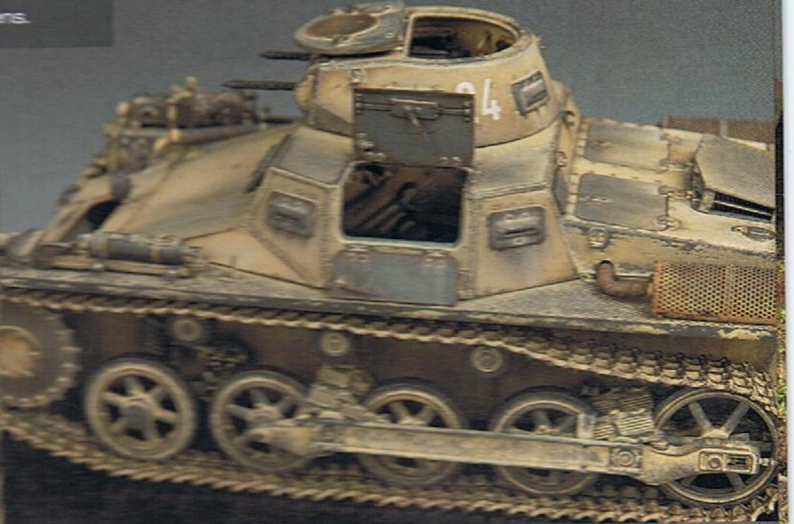


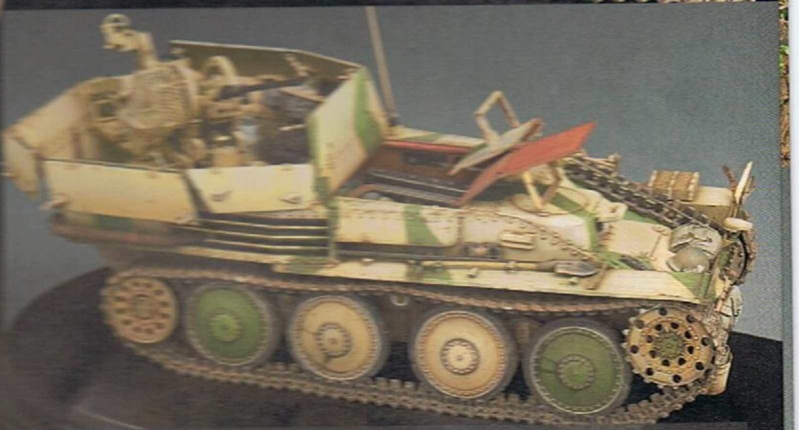
Robert Doepp's magnificent 1:16th scale Panzer IV was another Gold Medal winner.

This tiny Type 94 by E. Vogel was unplaced but caught our eye.

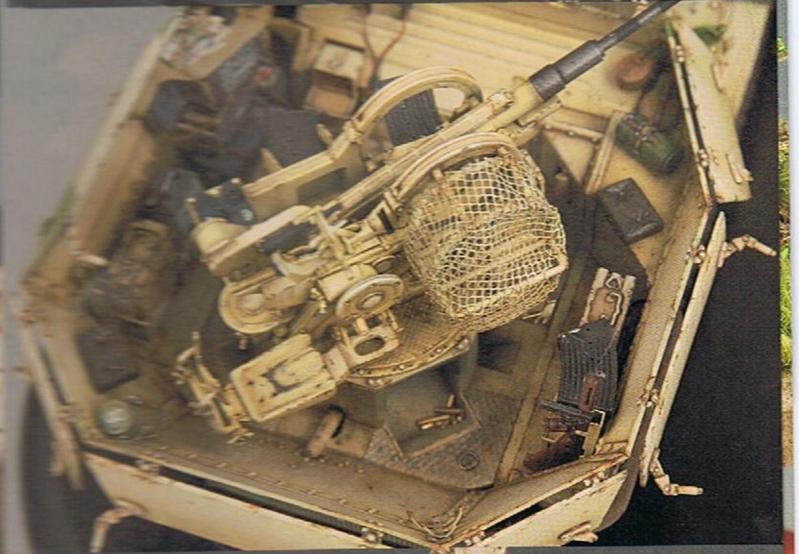
Sublime finishing both inside and out won a Gold Medal for Mario Eens.

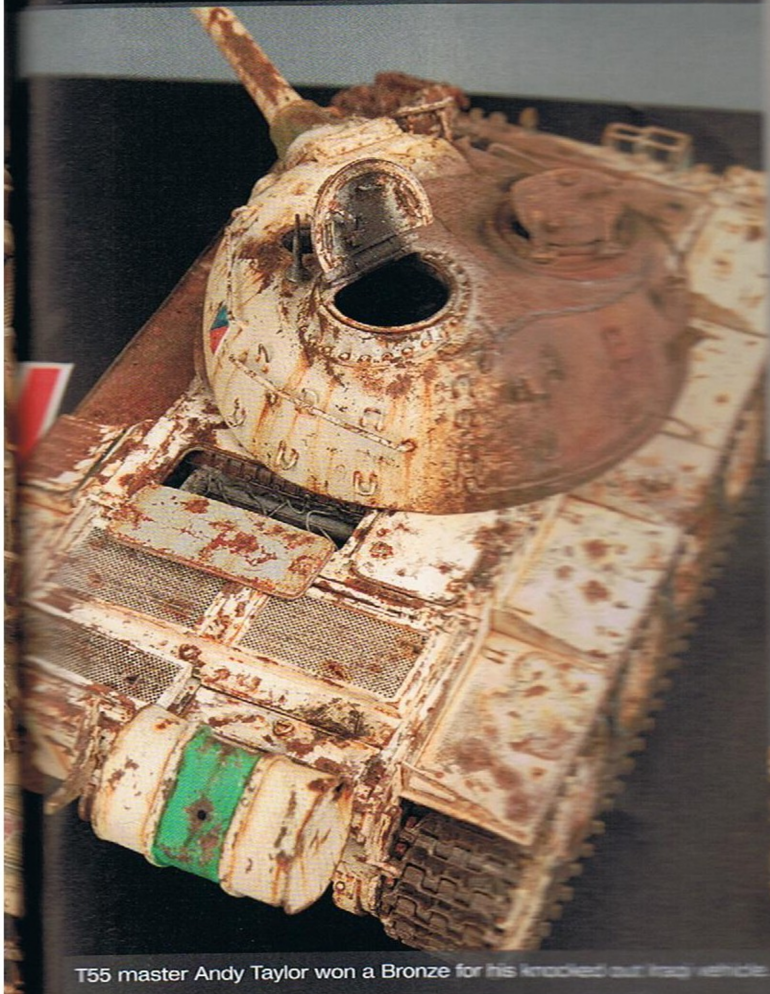


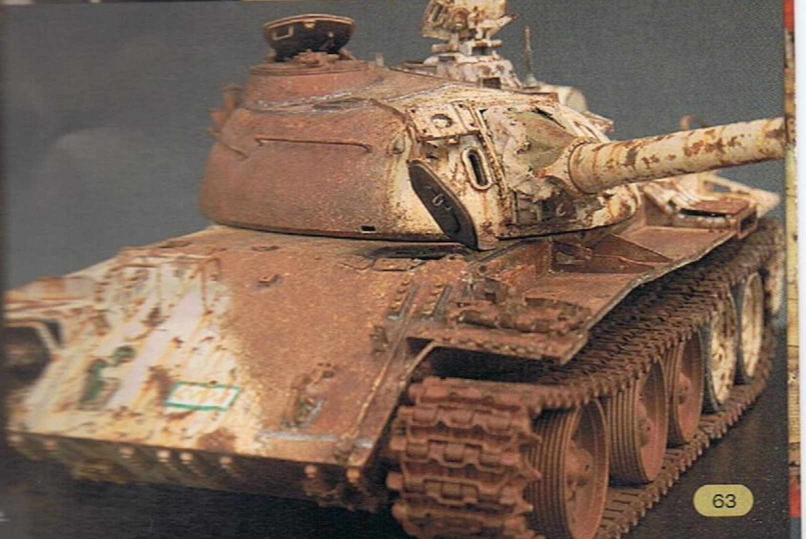




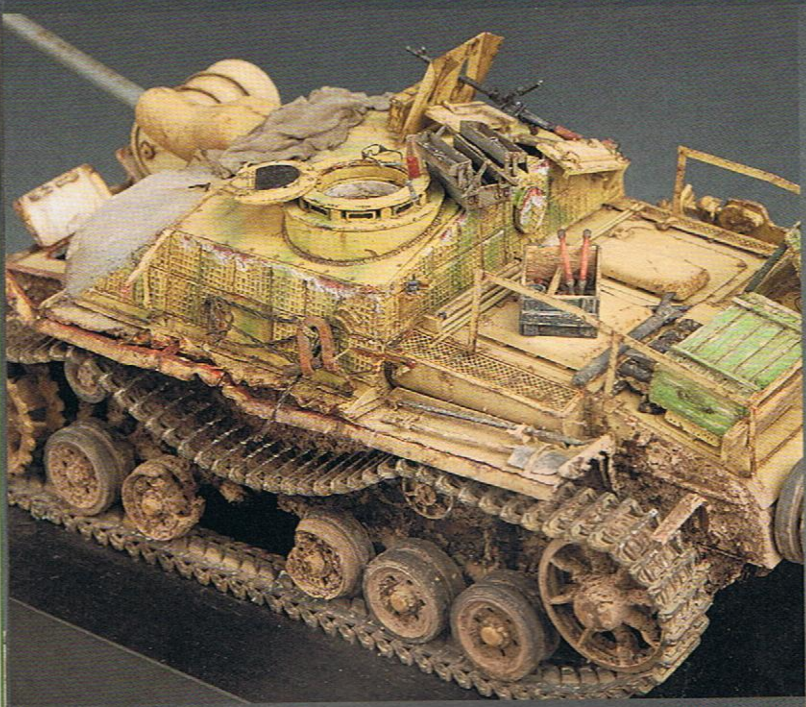
Staf Sryers' Flakpanzer 38(t) was another Gold Medal winner.

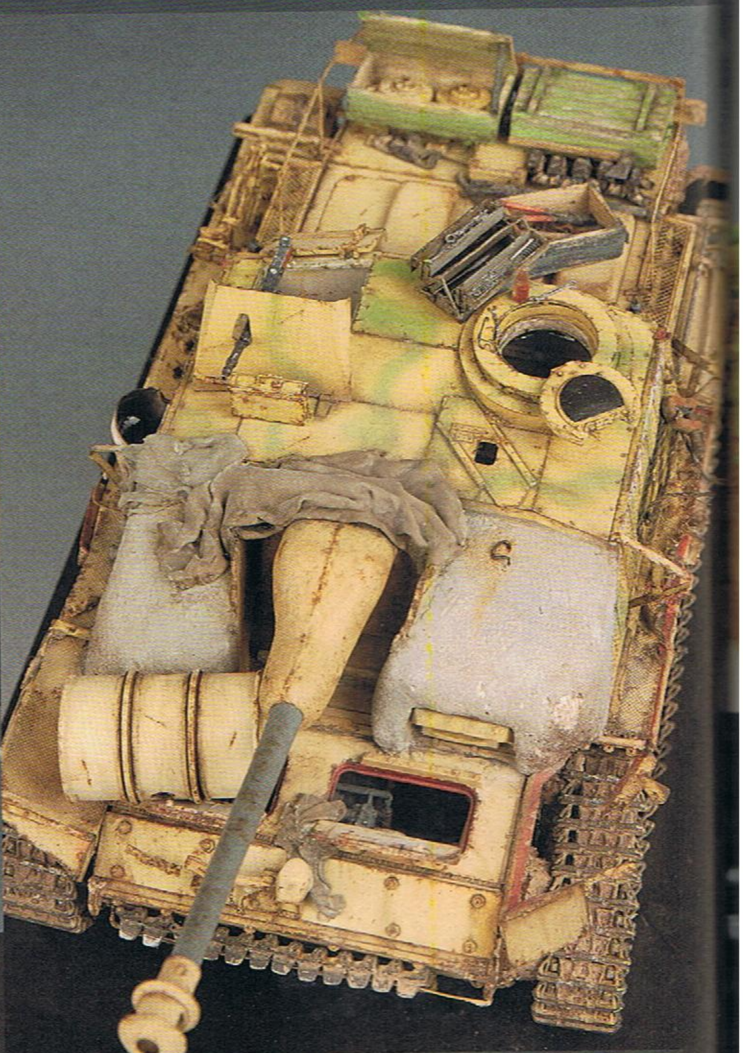




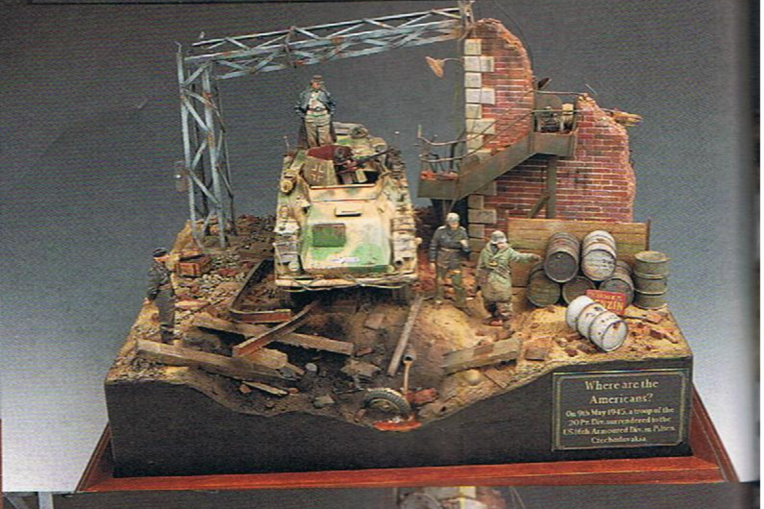


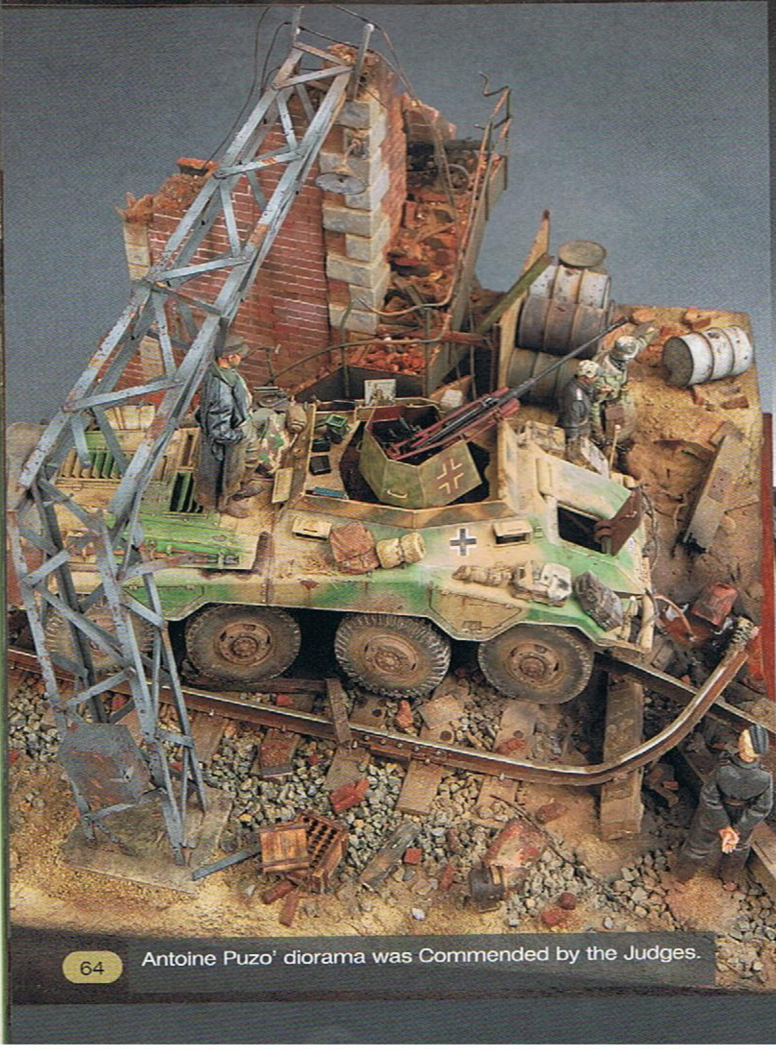
T55 master Andy Taylor won a Bronze for his knocked out Iraqi vehicle.



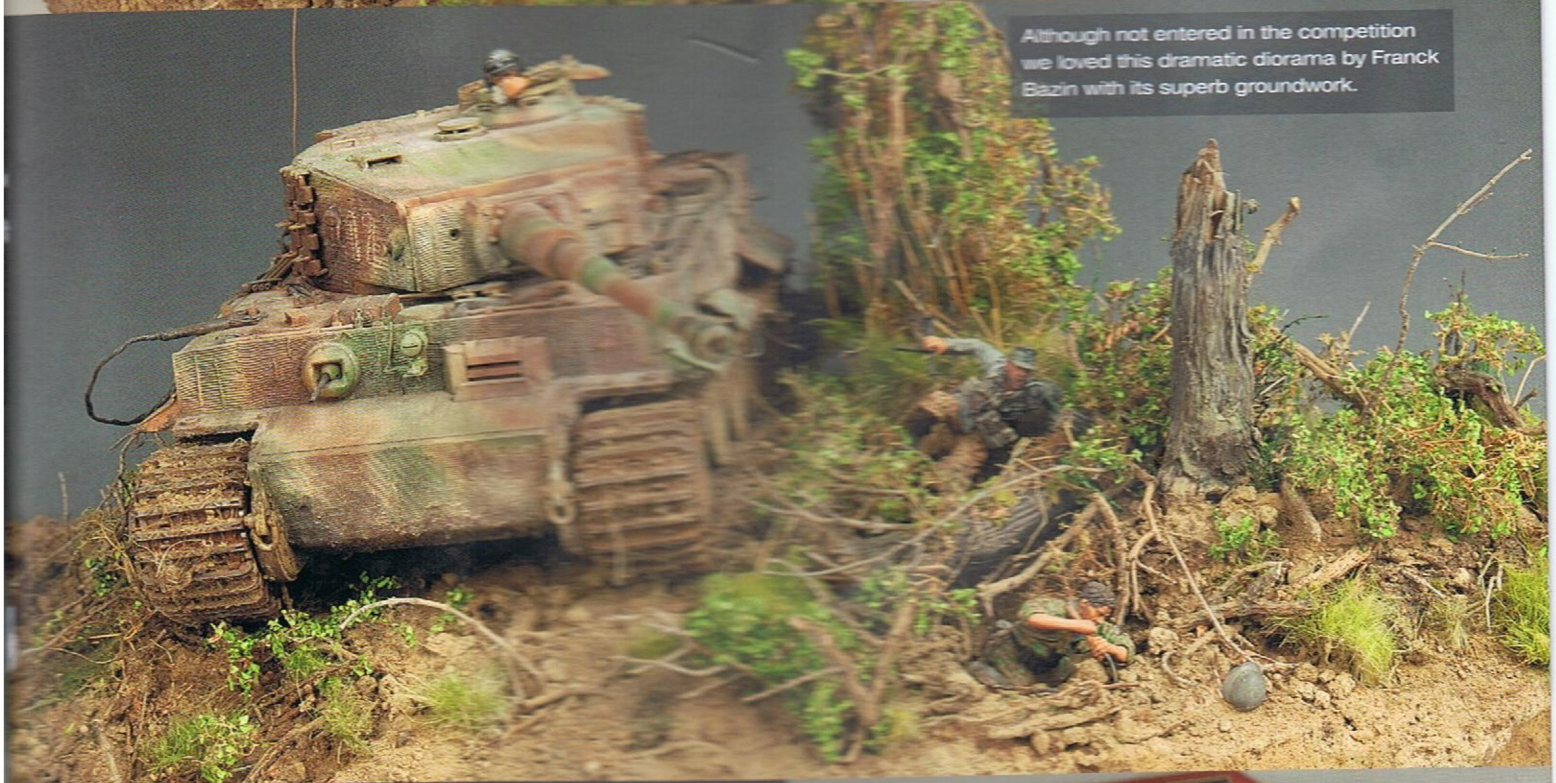


'Gypsy Caravan' by Attila Baranyai was awarded a Bronze Medal


Where are the Americans?
On 9th May 1945, a troop of the 20 Pz.Div. surrendered to the US 16th Armoured Div. in Pilsen, Czechoslovakia.

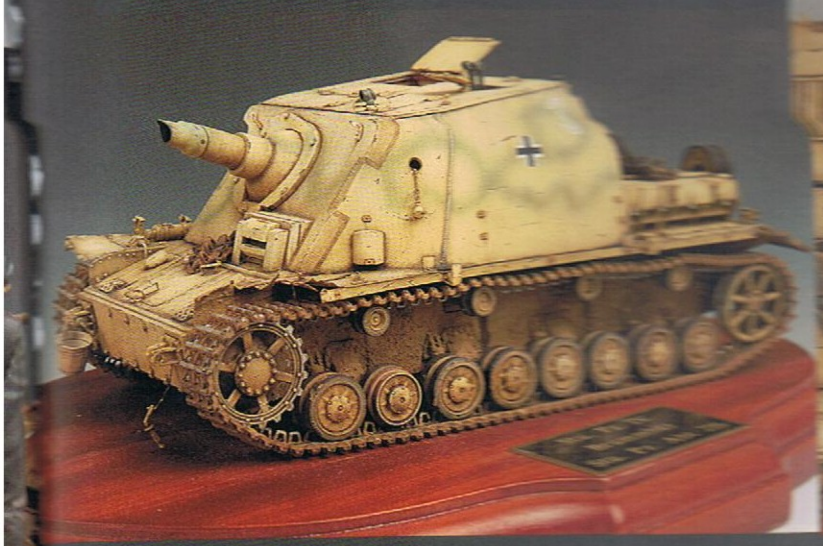


Antoine Puzo' diorama was Commended by the Judges.



Although not entered in the competition we loved this dramatic diorama by Franck Bazin with its superb groundwork.

Kristof Pulinckx won a Silver Medal for his Early Brummbar.



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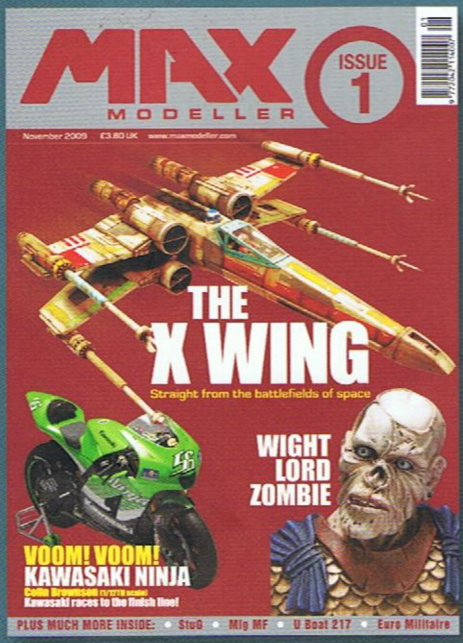
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